

8. Statement of Significance**Applicable National Register Criteria**

(Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☐ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References**Bibliography**

Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 36) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey

- ☐ recorded by Historic American Engineering Record

Areas of Significance

(Enter categories from instructions)

Community Planning & Development**Period of Significance**

1926-1949

Significant Dates

1926

1937

Significant Person

n/a

Cultural Affiliation

n/a

Architect/Builder

See Continuation Sheet

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State Agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of Repository

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 8 Page 1 **VERO BEACH DIESEL POWER PLANT**
Vero Beach, Indian River Co., FL

ARCHITECT/BUILDER

Architect: Carter and Damerow (Building)
Engineer: Kennard & Sons (Site plan and electrical)
Builder: The Erlen Corporation

STATEMENT OF SIGNIFICANCE

SUMMARY

The Vero Beach Diesel Power Plant, built in 1926, is significant at the local level under **Criterion A** in the area of **Community Planning and Development** as the first public utilities facility built by the town, and the oldest municipal building in the community. In 1919 the new town of Vero (later reincorporated as Vero Beach) began planning for its own electrical services for its citizens, a decision that had long range effects on the development of the community.

HISTORICAL CONTEXT

Florida, like many other southern states after the Civil War, was in poor financial circumstances, but rich in undeveloped land. To encourage rapid growth and increase the State's treasury, land was offered to homesteaders and land development companies. By the mid-1890s, Henry Flagler was also encouraging settlement along the east coast of Florida, as the Florida East Coast Railway (FEC) was constructed south from St. Augustine.¹

Along the Indian River several small settlements had arisen in the 1880s; one of these was the homestead of Henry Gifford. In 1891, Gifford was appointed postmaster of the post office named Vero, then part of Brevard County on Florida's east coast. By 1897, the Florida East Coast Railway line had passed the community of Vero, but in 1903, the population had increased and the FEC built a small wood-frame station and freight depot on the east side of the railroad.²

¹Stanbridge, Ruth. A Historic Time Line, Selected Properties. 1996.

²Lockwood, Charlotte. Florida's Historic Indian River County. 1976

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Section number 8 Page 2 **VERO BEACH DIESEL POWER PLANT**
Vero Beach, Indian River Co., FL

In 1911, representatives for a land investment group toured the low, swampy interior west of the railroad tracks. By 1913, this group, organized under the Indian River Farms Company, had purchased thousands of acres of land west of the railroad and laid out a town called Vero. The older settlement of Vero, east of the tracks, continued primarily as a residential area, with the school and post office moving westward across the railroad line and nearer to the new downtown district.³

The Florida "boom" brought a tremendous business for the Farms Company and the growing town. In 1919, the community of Vero initiated the formation of a bridge district that would allow a bridge to be built to the barrier island that lay in the Atlantic Ocean off Florida's east coast. On Labor Day 1920, the Vero Bridge was opened, and within five years the beach area was annexed and the town was renamed Vero Beach.⁴ This annexation increased the tax base and the need for electrical power, further promoting the building of a power plant and other municipal facilities.

Improved transportation by the railroad provided important links to the rest of the state, and by 1924, plans were underway to extend Osceola Boulevard west to create a cross state highway reaching from "the Atlantic to the Gulf."⁵ By 1926, the city street (Osceola Boulevard) was designated as a section of the Atlantic-Gulf Highway. Ten years later, this highway was called State Road 30, and was an important cross-state road.⁶ Currently, a modern eight-lane divided highway known as State Road 60 is located in the original alignment of Osceola Boulevard (20th Street) and 19th Place.

HISTORICAL SIGNIFICANCE

The original community of Vero, located south and east of the official town plat,⁷ had been built around the 1891 post office and the 1903 railroad depot.⁸ The largest number of residential homes and businesses were

³Haynes, R. P. Town of Vero, Plat Map. 1913.

⁴Ibid.

⁵Carter, R.D. Indian River County Map, 1926. 1928.

⁶Stanbridge, Ruth. A Historic Time Line, Selected Properties. 1996.

⁷Hayes, R. P. Town of Vero, Plat Map. 1913.

⁸Lockwood, Charlotte. Florida's Historic Indian River County. 1976.

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Section number 8 Page 3 **VERO BEACH DIESEL POWER PLANT**
Vero Beach, Indian River Co., FL

located in this area when Vero was incorporated in 1919. A small, private power plant furnished electric power on a limited basis to the homes and small businesses in this area. The entire generating unit consisted of two 25 HP engines that generated electricity only on certain days and for short periods of time. When the town incorporated, just as land speculation and rapid growth of the 'roaring 20s' began, the rapid growth overwhelmed the private utilities company. The company notified the town that they could no longer continue to supply power to the community and offered the town the electrical plant for \$9,000.⁹

Vero was only a year old, when the town council purchased the private power plant and began to seek a permanent location for this new municipal enterprise. The new site was found between the original community south and east of the railroad tracks and the main business district to the northwest. The site at the southwest corner of 19th Place was on the west side of the FEC tracks. The equipment purchased from the private power company consisted of the two diesel engines and a simple wooden and sheet metal shed. The power plant was relocated to the new site next to the FEC tracks and the wooden shed was reassembled to cover the generators. A new 100 HP generator was purchased by the town to expand and upgrade services.¹⁰

By 1922, the demand for electricity was such that a bond issue was needed to purchase additional equipment. The town paid McIntosh and Seymour Company \$32,867 for a new 100-horsepower engine and generator that were put into operation in March 1923.¹¹ In July, the town hired Harry W. Damerow, an engineer who had been in private practice, as superintendent of the new Light and Water Department. His duties included the management of the power plant with the right to hire and fire employees..¹²

The boom was on and demand for electricity increased. In April 1925, a \$100,000 bond issue provided for the construction of a fireproof plant to cost \$37,688, and the purchase of a new 750-horsepower unit at \$58,070. The expansion of the community's capabilities was timely, for the area of the town grew when the beach was annexed, and Vero Beach was formed in May 1925. The electrical engineering firm of Kennard & Sons designed the site plan and generating aspects of the new plant, and the local firm of Carter and Damerow

⁹Massey, Shuler W. History and Description of Vero Beach Municipal Power Plants. 1980-1983.

¹⁰Ibid.

¹¹Short, Carolyn. Research information and published articles. 1983-1997.

¹²Short, Carolyn. Research information and published articles. 1983-1997.

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Vero Beach, Indian River Co., FL

designed the new brick building that replaced the old wooden shed at 19th Place.¹³ The building was of structural steel, reinforced concrete, and brick. It was 50 by 80 feet inside, with a brick office located at the north corner of the plant and a brick addition on the east to house controls and gauges of the diesel units. The contractor for the project was the Erlen Corporation

In an effort to bring the building cost in line with the contract price, a wooden roof was used in the original construction. At 3 a.m. August 8, 1928, a hurricane ripped off a third of the roof, allowing water to pour in and affect the equipment. Operations were stopped until 4:45 p.m. August 9.¹⁴ When repairs were made, the wooden roof was replaced with a reinforced concrete slab, as called for in the original design. Since that time, the building has suffered no further hurricane damage.

By 1928, the collapse of the great Florida land boom was being felt and the rapid growth of Vero Beach came to a screeching halt. Though slow, the recovery for the community was steady. Because of planning in the early 1920s, the local officials of Vero Beach had provided a solid infrastructure that was to sustain the local business community. The power plant grew even during the Great Depression; in 1937 a 750-kilowatt diesel was added to the existing equipment to give the plant a total capacity of 1,278 kilowatts. In 1947 a four-cycle super-charge Nordberg diesel, driving a 1,150 kilowatt generator, was installed, and in 1952 a 4,500 horsepower Nordberg diesel went on line.¹⁵

The well established electrical service offered by Vero Beach attracted several industries to relocate in the community. The first of these was the citrus industry. In 1926 when the Vero Beach Diesel Plant was opened, the county's principal industry was agriculture. Citrus production was the primary crop, followed by winter vegetables. The incentives offered by cheap power and major transportation corridors brought large citrus and vegetable packing plants into the city limits. Within a two block area near the Florida East Coast tracks and the Vero Beach Diesel Plant there were located four major packing facilities.

Vero Beach was also chosen as a site for a World War II naval air training facility because it could offer the electrical energy needed to house thousands of recruits. The government of Vero Beach had also promoted an early airline industry with a air field beginning in 1927.¹⁶ With the beginning of World War II, the facilities

¹³Ibid.

¹⁴Massey, Shuler W. History and Description of Vero Beach Municipal Power Plants. 1980-1983.

¹⁵Ibid.

¹⁶Lockwood, Charlotte. Florida's Historic Indian River County. 1976.

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Vero Beach, Indian River Co., FL

and municipal infrastructure offered by the city encouraged the United States Navy to open a navy air station at the Vero Beach Airport. This station provided training facilities to both navy and marine fighter pilots along with a new field of photography, aerial photography. After World War II, the facility reverted to the city who was able to rejuvenate the airport and in 1948, the Brooklyn Dodgers established a major baseball training base in the city at the old air field facility.¹⁷ In 1998, the Dodger organization will celebrate 50 years in the City of Vero Beach.. In 1957, the city's municipal services which now included electricity, water and sewer, attracted yet another industry. The Piper Aircraft Company purchased airport grounds and built new buildings to house a growing small airplane industry.

The population of Vero Beach had grown from 800 in 1920 to over 8,700 in 1958 when the city decided that the diesel plant had reached its capacity and plans were made to build a new steam electric power plant on the Indian River. ¹⁸ The old diesel plant was to be used as backup for the new plant. Several times after the new power plant went on line, the diesel units of the old plant were called upon to provide start up electricity after regional power blackouts. The diesel units were kept in working order until 1994, when the city sold them for use in third world countries. Today, only one 1937 diesel unit (now inoperable) remains in the 1926 diesel power plant, the City of Vero Beach's oldest municipal building.

¹⁷Ibid.

¹⁸Short, Carolyn. Research information and published articles. 1983-1997.

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Section number 9 Page 1

VERO BEACH DIESEL POWER PLANT
Vero Beach, Indian River Co., FL

BIBLIOGRAPHY

Books

Armfield, Peter. An Appraisal of the City of Vero Beach Diesel Power Plant Building Located At the Southeast Corner of 19th Place and 12th Court , Vero Beach, Florida, Vero Beach, Florida: Armfield-Wagner Appraisers and Research, Inc., 1990.

Historic Property Associates, Inc., Historic Property Survey of the City of Vero Beach, St. Augustine, Florida. 1990.

Historic Property Associates, Inc., Historic Property Survey of Indian River County, St. Augustine, Florida. 1989.

Lockwood, Charlotte. Florida's Historic Indian River County, Vero Beach, Florida: Media Tronics, Inc. 1976.

Massey, Shuler W. History and Description of Vero Beach Municipal Power Plants, Vero Beach, Florida: 1980-1983.

Richards, J. Noble. Florida's Hibiscus City, Vero Beach. Melbourne, Florida: Brevard Graphics, Incorp., 1968.

Stanbridge, Ruth. A Historic Time Line, Selected Properties. Vero Beach, Florida: Florida Department of Transportation. 1996.

Newspaper articles

Short, Carolyn. Research information and published articles: The Vero Beach Press Journal; Palm Beach Treasure Coast; Indian River Life; Brevard Life; Gold Coast Magazine. 1983-1997.

Maps

Carter, R.D. Indian River County Map, 1926, Vero Beach, Florida: Carter and Damerow, 1928.

Indian River Property Appraiser. Atlas Zoning Base Map, Revised 1973 and 1995.

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Section number 9 Page 2 **VERO BEACH DIESEL POWER PLANT**
Vero Beach, Indian River Co., FL

Indian River County. 1995 Plat Directory, Clermont, Florida. 1995.

Hayes, R. P. Town of Vero, Plat Map. Ft. Pierce, Florida. 1913.

Florida East Coast Railroad. East Coast Railroad Map, St. Augustine, Florida: Florida East Coast Railway, (c. 1900).

Rand McNally. New Commercial Atlas Map of Florida. c. 1913.

Sanborn Map Company. Vero, Florida. Vero Beach, Florida. 1929, 1937.

Vero Beach, City, Zoning Map, 1989.

United States Geological Survey. Topographic Quadrangle, Vero Beach, Vero Beach, Florida: 1949, Photorevised 1983.

Personal Communication

Gossett, Dottie. Personal Communication: Vero Beach, Florida: 1997.

Roach, Otto. Personal Communication: Vero Beach, Florida: February 1988.

Smith, Willie. Personal Communication, Vero Beach, Florida: 1989.

Twitchell, Russell. Personal Communication, Vero Beach, Florida: 1997.

Vero Beach Diesel Power Plant
Name of Property

Indian River Co., FL
County and State

10. Geographical Data

Acreage of Property Approximately 2 acres

UTM References

(Place additional references on a continuation sheet.)

1	1	7	5	5	9	4	7	0	3	0	5	6	9	7	0
Zone			Easting			Northing									
2															

3															
Zone			Easting			Northing									
4															

☐ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Ruth Stanbridge/Indian River Historical Society & Barbara E. Mattick/Historic Preservationist Supervisor

organization Bureau of Historic Preservation date January 1999

street & number R.A. Gray Building, 500 S. Bronough Street telephone (850) 487-2333

city or town Tallahassee state Florida zip code 32399-0250

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name City of Vero Beach

street & number 1053 20th Street telephone (561) 978-5151

city or town Vero Beach state FL zip code 32960

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and amend listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

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VERO BEACH DIESEL POWER PLANT
Vero Beach, Indian River Co., FL

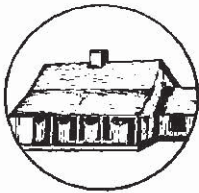
VERBAL BOUNDARY DESCRIPTION

The property consists of lots 1 through 7 of Block 12 of the Edgewood Addition to Vero Beach; also the south 210 feet of the north 425 feet of block 5 of the Dr. Richard E. Bullington's Subdivision, Indian River County.

BOUNDARY JUSTIFICATION

The boundary of the site encloses all the historically significant resources associated with the Vero Beach Diesel Power Plant constructed in 1926 with the additions to the building during the late 1930s and early 1940s.

☒ Original
☐ Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site #8 IR1464
 Field Date 05 / 3 / 2010
 Form Date 05 / 22 / 2010
 Recorder # _____

Site Name(s) (address if none) Vero Beach Community Center Multiple Listing (DHR only) _____
 Survey Project Name FEC Amtrak Passenger Rail Survey # (DHR only) 19159
 National Register Category (please check one) ☒ building ☐ structure ☐ district ☐ site ☐ object
 Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☒ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Address (include N,S,E,W; #, St., Ave., etc.) 2266 14th Avenue
 Cross Streets (nearest / between) 22nd Street and 23rd Street
 USGS 7.5' Map Name & Date Vero Beach, Fla. 1949 (PR1983) Plat or Other Map _____
 City / Town (within 3 miles) Vero Beach In City Limits? ☒ yes ☐ no ☐ unknown County Indian River County
 Township 33 S Range 39 E Section 2 ¼ section: ☐ NW ☐ SW ☐ SE ☒ NE ☐ Irregular-name: _____
 Tax Parcel # 33390200001031000000.1 Landgrant _____
 Subdivision Name Original Town Plat of Vero Beach Block 31,33,34 Lot _____
 UTM: Zone ☐ 16 ☒ 17 Easting 559271 Northing 3057644
 Other Coordinates: X: _____ Y: _____ Coordinate System & Datum UTM NAD 83
 Name of Public Tract (e.g., park) _____

HISTORY

Construction Year 1966 ☐ approximately ☐ year listed or earlier ☐ year listed or later
 Original Use* Institutional From (year): 1966 To (year): _____
 Current Use* Institutional From (year): _____ To (year): present
 Other Use* _____ From (year): _____ To (year): _____
 Moves: ☐ yes ☒ no ☐ unknown Dates _____ Original address (if moved) _____
 Alterations: ☐ yes ☒ no ☐ unknown Dates _____ Nature* _____
 Additions: ☐ yes ☒ no ☐ unknown Dates _____ Nature* _____
 Architect (last name first): _____ Builder (last name first): _____
 Ownership History (especially original owner, dates, profession, etc.) City of Vero Beach (original owners-present)

Is the Resource Affected by a Local Preservation Ordinance? ☐ yes ☐ no ☒ unknown Describe _____

DESCRIPTION

Style* Modern Exterior Plan* Irregular Number of Stories 1
 Exterior Fabric(s)* Stucco
 Roof Type(s)* Flat/saw tooth Roof Material(s)* Concrete Tile
 Roof secondary strucs. (dormers etc.)* _____
 Windows (types, materials, etc.)* Fixed sash, jalousie
 Distinguishing Architectural Features (exterior or interior ornaments) Saw tooth roof
 Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) _____

Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date ____/____/____	SHPO - Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input checked="" type="checkbox"/> no <input checked="" type="checkbox"/> insufficient info	Date <u>10 / 1 / 2010</u>	Init <u>JPR</u>		
<input type="checkbox"/> Owner Objection	KEEPER - Determined eligible: <input type="checkbox"/> yes <input checked="" type="checkbox"/> no	Date _____			
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

DESCRIPTION (continued)

Chimney: No. 0 Material(s) * _____Structural System(s) * MasonryFoundation: Type(s) * Slab Material(s) * Poured ConcreteMain Entrance (stylistic details) W. facade, double leaf glazed commercial doors with fixed sash sidelight

Porch Descriptions (types, locations, roof types, etc.) _____

Condition (overall resource condition): ☒ excellent ☐ good ☐ fair ☐ deteriorated ☐ ruinousNarrative Description of Resource A highly intact example of a Modern building with few alterations.Archaeological Remains _____ ☐ Check if Archaeological Form Completed☞ Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

RESEARCH METHODS (check all that apply)

- | | | | |
|--|---|---|--|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input type="checkbox"/> city directory | <input type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input checked="" type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input checked="" type="checkbox"/> other methods (describe) <u>GIS search</u> | | | |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

- Appears to meet the criteria for National Register listing individually? ☐ yes ☒ no ☐ insufficient information
- Appears to meet the criteria for National Register listing as part of a district? ☐ yes ☒ no ☐ insufficient information
- Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) As this building is not greater than 50 years of age it is being recommended as not eligible for listing on the NRHP.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

Community Planning and Development

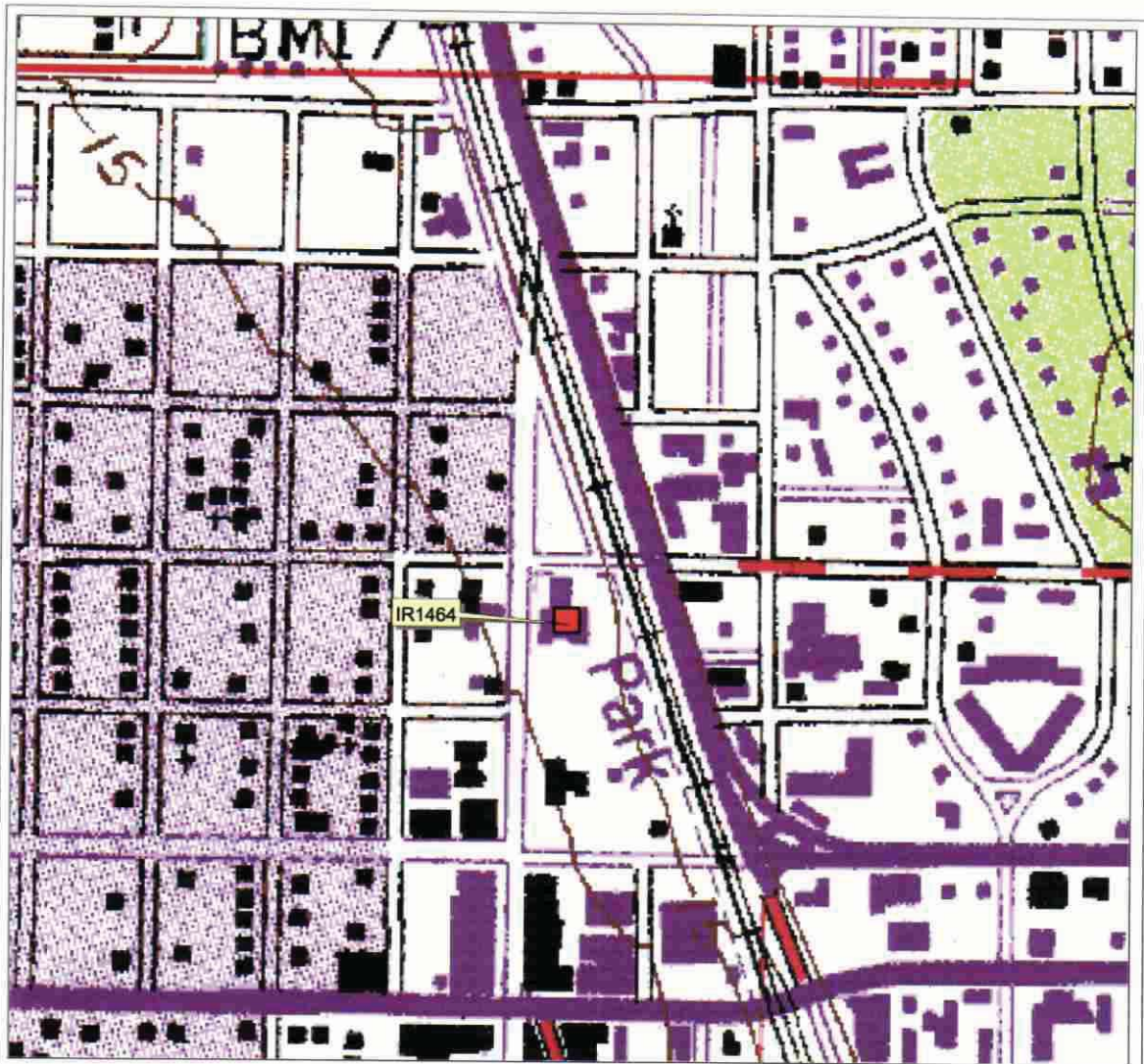
DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible: For each separately maintained collection, describe (1) document type(s),* (2) maintaining organization,* (3) file or accession nos., and (4) descriptive information.

Photos field maps and notes will be kept on file at Panamerican Consultants, Inc. Brandon under accession number 30003.003.

RECORDER INFORMATION

Recorder Name Kelly Mahar, M.H.P.Recorder Contact Information (address / phone / fax / e-mail) 2390 Clinton St. Buffalo, NY (716) 821-1650Recorder Affiliation Panamerican Consultants, Inc.Use a *Supplement for Site Forms* or other continuation



Legend

■ historic structure



FEC SunRail Vero Beach

Indian River County, Florida

Township 32-33 South, Range 39 East

Base map: Vero Beach, Fla. 1949

(PR 1983) USGS 7.5' topographic quadrangle

0 0.1 0.2 Miles



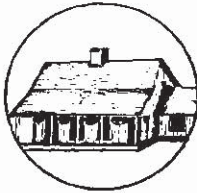
Required Attachments

❶ USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED

❷ LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)

❸ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

☒ Original
☐ Update


HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site #8 IR1475
 Field Date 05 / 3 / 2010
 Form Date 05 / 22 / 2010
 Recorder # _____

Site Name(s) (address if none) 1146 21st Street Multiple Listing (DHR only) _____
 Survey Project Name FEC Amtrak Passenger Rail Survey # (DHR only) 19159
 National Register Category (please check one) ☒ building ☐ structure ☐ district ☐ site ☐ object
 Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Address (include N,S,E,W; #; St, Ave., etc.) 1146 21st Street
 Cross Streets (nearest / between) 12th Avenue and 11th Avenue
 USGS 7.5' Map Name & Date Vero Beach, Fla. 1949 (PR1983) Plat or Other Map _____
 City / Town (within 3 miles) Vero Beach In City Limits? ☒ yes ☐ no ☐ unknown County Indian River County
 Township 33 S Range 39 E Section 2 ¼ section: ☐ NW ☐ SW ☐ SE ☒ NE ☐ Irregular-name: _____
 Tax Parcel # 33390100000300000010.0 Landgrant _____
 Subdivision Name Ward's Subdivision Block 3 Lot 1,2,3,4
 UTM: Zone ☐ 16 ☒ 17 Easting 559458 Northing 3057517
 Other Coordinates: X: _____ Y: _____ Coordinate System & Datum UTM NAD 83
 Name of Public Tract (e.g., park) _____

HISTORY

Construction Year 1966 ☐ approximately ☐ year listed or earlier ☐ year listed or later
 Original Use* Commercial From (year): 1966 To (year): _____
 Current Use* vacant From (year): unknown To (year): present
 Other Use* _____ From (year): _____ To (year): _____
 Moves: ☐ yes ☒ no ☐ unknown Dates _____ Original address (if moved) _____
 Alterations: ☐ yes ☐ no ☒ unknown Dates _____ Nature* _____
 Additions: ☒ yes ☐ no ☐ unknown Dates c1980 Nature* Rear addition
 Architect (last name first): _____ Builder (last name first): _____
 Ownership History (especially original owner, dates, profession, etc.) Maxwell Properties, Inc (2006-present)

Is the Resource Affected by a Local Preservation Ordinance? ☐ yes ☐ no ☒ unknown Describe _____

DESCRIPTION

Style* Modern Exterior Plan* Rectangular Number of Stories 1
 Exterior Fabric(s)† Fixed sash/steel
 Roof Type(s)† Saw tooth Roof Material(s)† Metal
 Roof secondary strucs. (dormers etc.)* _____
 Windows (types, materials, etc.)* Fixed sash, glass block
 Distinguishing Architectural Features (exterior or interior ornaments) Modern design, metal saw tooth roof with wide overhangs supported by steel beams, fixed sash walls, and rear frame addition.
 Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) _____

Ⓢ Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date ____/____/____	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input checked="" type="checkbox"/> insufficient info	Date	<u>10 / 1 / 2010</u>	Init.	<u>JKD</u>
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date	____/____/____		
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

DESCRIPTION (continued)

Chimney: No. 0 Material(s) * _____
 Structural System(s) * Steel frame _____
 Foundation: Type(s) * Slab _____ Material(s) * Poured Concrete _____
 Main Entrance (stylistic details) S. façade, double leaf glazed commercial doors, flanked by glass block sidelights.
 Porch Descriptions (types, locations, roof types, etc.) _____
 Condition (overall resource condition): ☐ excellent ☒ good ☐ fair ☐ deteriorated ☐ ruinous
 Narrative Description of Resource A good representative example of a Modern building with some alterations.

Archaeological Remains _____ ☐ Check if Archaeological Form Completed

☞ Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

RESEARCH METHODS (check all that apply)

- | | | | |
|--|---|---|--|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input type="checkbox"/> city directory | <input type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input checked="" type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input checked="" type="checkbox"/> other methods (describe) <u>GIS search</u> | | | |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐ yes ☒ no ☐ insufficient information
 Appears to meet the criteria for National Register listing as part of a district? ☐ yes ☒ no ☐ insufficient information
 Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) As this building is not greater than 50 years of age it is being recommended as not eligible for listing on the NRHP.
 Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
Architecture

DOCUMENTATION

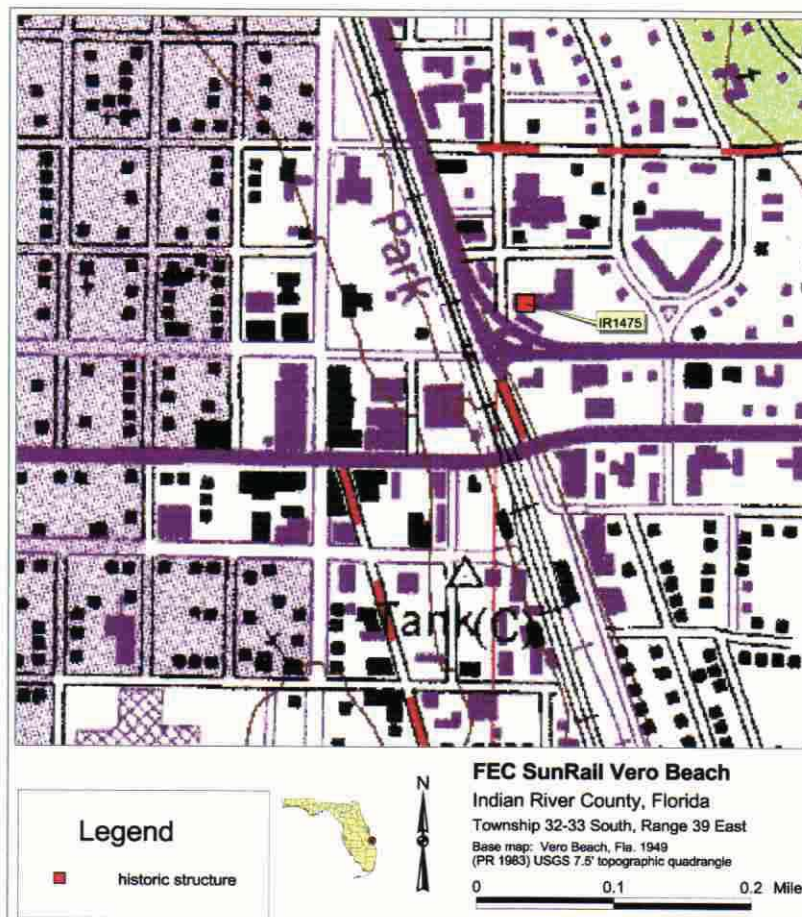
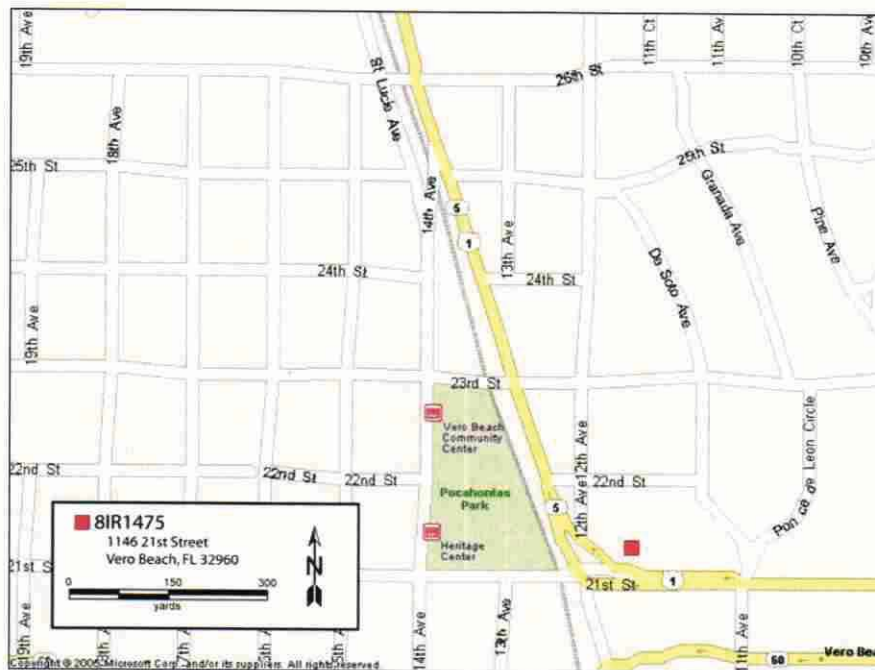
Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible: For each separately maintained collection, describe (1) document type(s), (2) maintaining organization, (3) file or accession nos., and (4) descriptive information.

Photos field maps and notes will be kept on file at Panamerican Consultants, Inc. Brandon, FL under accession number 30003.003.

RECORDER INFORMATION

Recorder Name Kelly Mahar, M.H.P.
 Recorder Contact Information (address / phone / fax / e-mail) 2390 Clinton St. Buffalo, NY (716) 821-1650
 Recorder Affiliation Panamerican Consultants, Inc.

Use a *Supplement for Site Forms* or other continuation



Required Attachments

- ① USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
- ③ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.



RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
 Version 4.0 1/07

Site #8 IR1497
 Recorder# _____
 Field Date 05 / 03 / 2010
 Form Date 06 / 28 / 2010

☒ Original
☐ Update

NOTE: Use this form to document districts, landscapes and building complexes as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSs).** National Register MPSs are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

- ☐ **Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- ☐ **Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- ☐ **Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- ☐ **FMSF building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- ☐ **Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- ☐ **Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- ☒ **Linear resource** (NR category usually "structure"): Linear resources are a special type of rural historic landscape and can include canals, railways, roads, etc.

Resource Group Name Florida East Coast Railroad Multiple Listing [DHR only] _____
 Project Name FEC Amtrak Passenger Rail FMSF Survey # 19159
 National Register Category (please check one): ☐ building(s) ☐ structure ☐ district ☒ site ☐ object
 Linear Resource Type (if applicable): ☐ canal ☒ railway ☐ road ☐ other (describe): _____
 Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Address (if applicable, include N,S,E,W; #; St., Ave., etc.) Railroad continues beyond limits recorded. Only the segment from the Brevard County line to St. Lucie County line recorded during the course of this survey.

City/Town (within 3 miles) Vero Beach In Current City Limits? ☒ yes ☐ no ☐ unknown

County or Counties (do not abbreviate) Indian River County

Name of Public Tract (e.g., park) _____

For complete list of townships, ranges and sections, please see Required Attachments section.

- 1) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: _____
- 2) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: _____
- 3) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: _____
- 4) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: _____

USGS 7.5' Map Name(s) & Date(s) (boundaries must be plotted on attached photocopy of map; label with map name and publication date) Sebastian, Fla. 1949 (PR1970), Vero Beach, Fla. 1949 (PR1983), Oslo, Fla. 1949 (PR1983), Indrio, Fla. 1948 (PR1983).

Plat, Aerial, or Other Map (map's name, originating office with location) _____

Landgrant _____

Verbal Description of Boundaries (description does not replace required map) Entire route of FEC RR stretches from north of Jacksonville to south of Miami. Portion in Indian River County runs from county line with Indian River County in the north, continuing south southeast, to the Martin county line in the south

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date ____/____/____	SHPO - Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date ____/____/____	Init. _____		
<input type="checkbox"/> Owner Objection	KEEPER - Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date ____/____/____			
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

HISTORY & DESCRIPTION

Construction date: Exactly 1892 (year) Approximately _____ (year) Earlier than _____ (year) Later than _____ (year)
 Architect/Designer (last name first): Henry Flagler Builder (last name first): Henry Flagler
 Total number of individual resources included in this Resource Group: # of contributing 1 # of non-contributing _____
 Time period(s) of significance (for prehistoric districts, use archaeological phase name and approximate dates; for historical districts, use date range(s), e.g. 1895-1925)
American-twentieth century (1900-present), American nineteenth century (1892-1899).
 Narrative Description (*National Register Bulletin 16A* pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) The original FEC Railroad line, constructed by Henry Flagler, ran from Jacksonville, south to Key West. The FEC was a major contributor to the development of Florida during the early part of the 20th Century. The railroad was constructed during a single continuous period in the end of the 19th century, but has been repaired and updated repeatedly over the years.

RESEARCH METHODS (check all that apply)

- | | | | |
|--|--|---|--|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input checked="" type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input type="checkbox"/> city directory | <input type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input checked="" type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey | <input checked="" type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
- ☒ other methods (specify) internet search: <http://www.flaglermuseum.us/html/fec.html>; accessed June 28, 2010

Bibliographic References (use Continuation Sheet, give FMSF Manuscript # if relevant) _____

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☒ yes ☐ no ☐ insufficient information
 Potentially eligible as contributor to a National Register district? ☐ yes ☒ no ☐ insufficient information

Explanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.) This historic railroad corridor is still in use today. As such, much of what would have dated to the original construction has been updated, replaced or repaired over the years. It has served as a historic railroad transportation function associated with one of the state's railroad companies, the FEC, since the late nineteenth century. This railroad was significant in the development of Indian River County. Other portions of the FEC railroad have been recommended as potentially eligible by the SHPO. As all of the tracks, ties, gravel, signalization and signage have been replaced, upgraded or repaired over the years, the only historic aspect remaining of the railroad is its actual alignment. As no alteration to this alignment is proposed, no adverse effect is expected for the FEC.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
Transportation; Tourism; Community Planning and Development.

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible: For each separately maintained collection, describe (1) document type(s), (2) maintaining organization, (3) file or accession nos., and (4) descriptive information. Field notes and photos will remain on file at Panamerican Consultants, Inc., Tampa, FL, under accession number 30003.003.

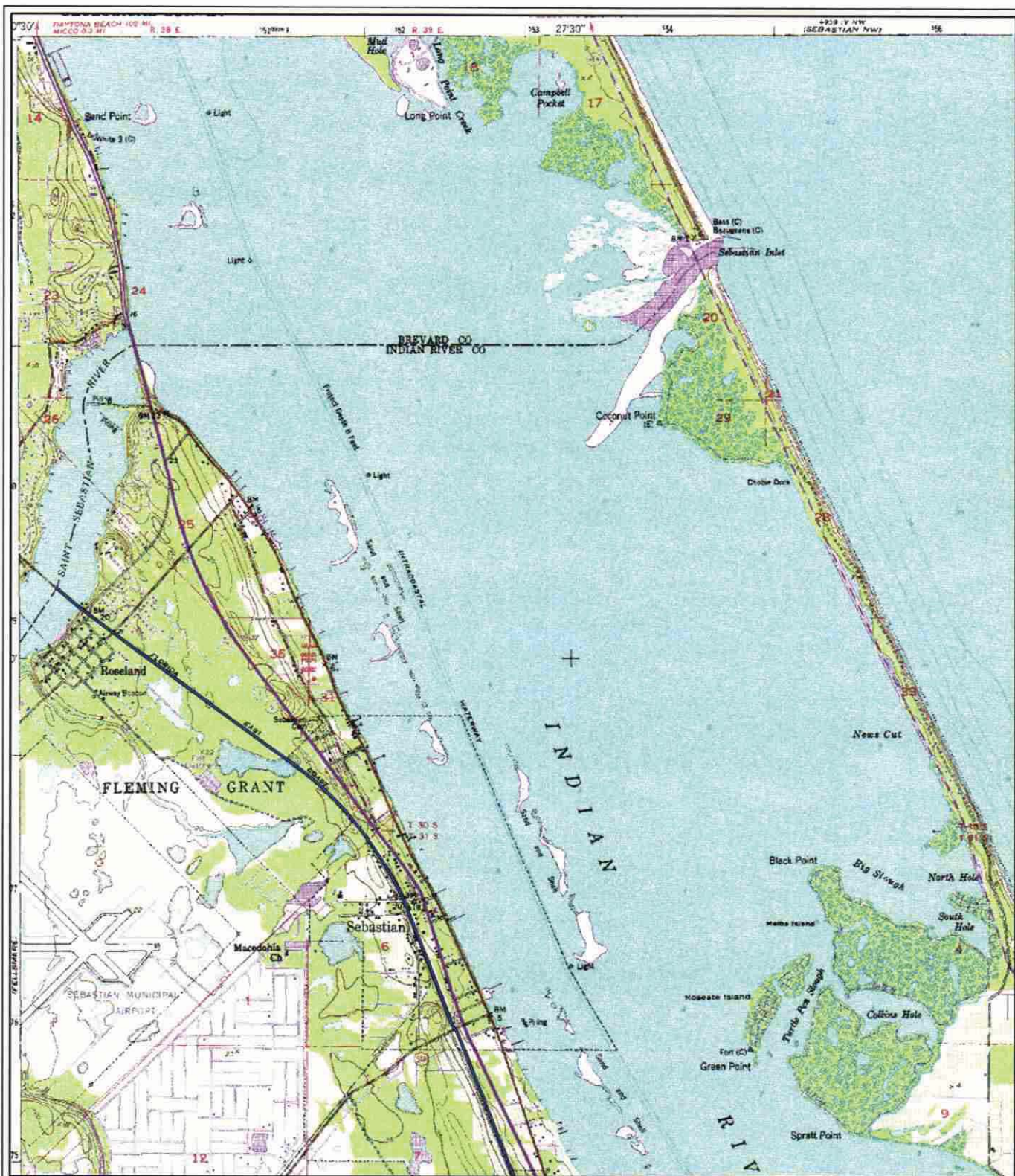
RECORDER INFORMATION

Recorder Name Bryce Rodgers
 Recorder Contact Information (Address / Phone / Fax / Email) 1115 N. Parsons Avenue, Brandon, FL 33510 / (813) 684-5200 / (866) 397-2519 / brodgers@panamconsultants.com
 Recorder Affiliation Panamerican Consultants, Inc.

Township	Range	Section
30 South	38 East	00
31 South	39 East	06, 07, 08, 17, 20, 28, 29, 33
32 South	39 East	03, 04, 10, 15, 22, 23, 26, 35
33 South	39 East	01, 02, 12, 13, 24
	40 East	19, 30, 31



FEC Railroad tracks in Vero Beach, facing north (PCI May 2010)



Legend

8IR1497

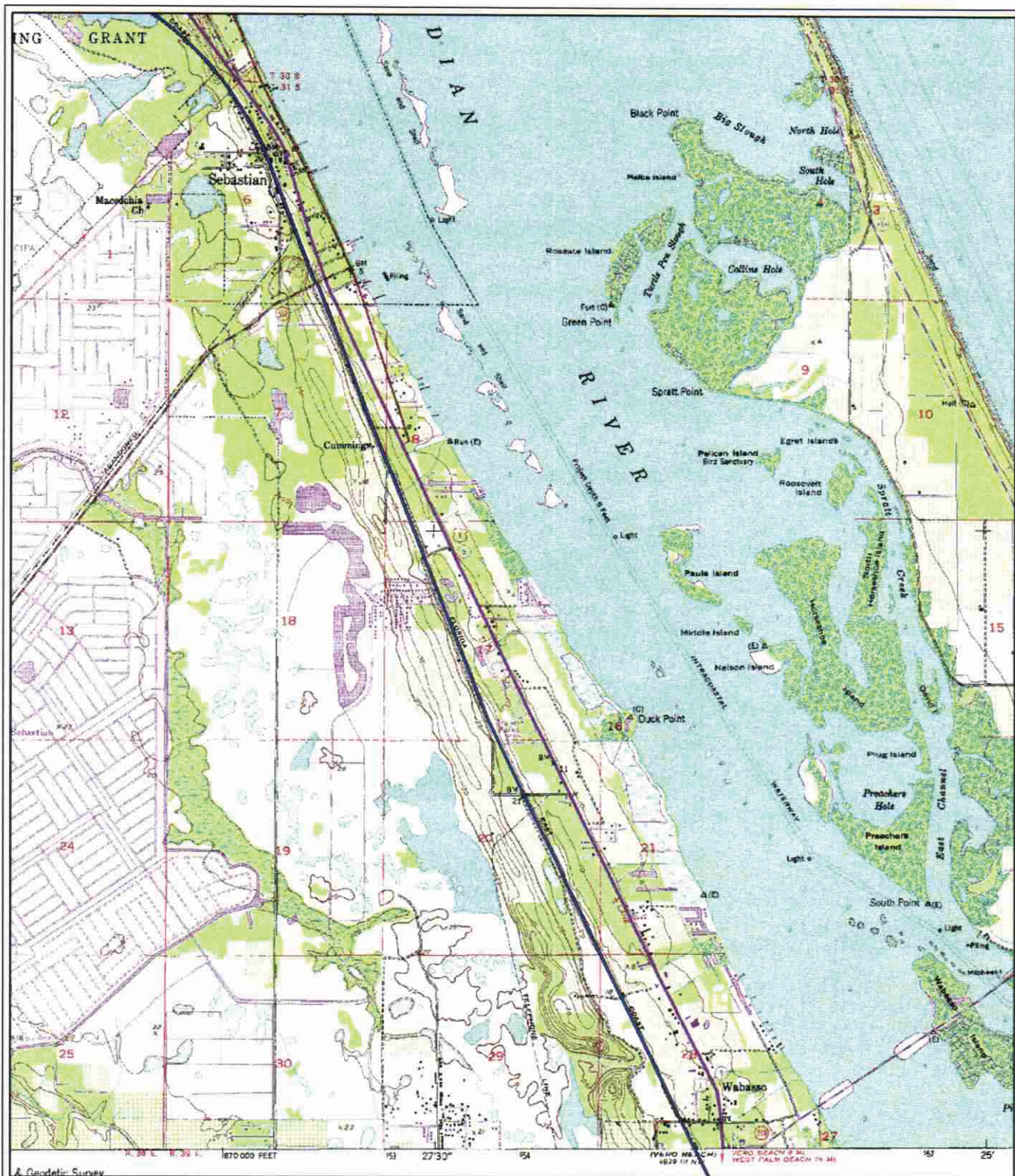


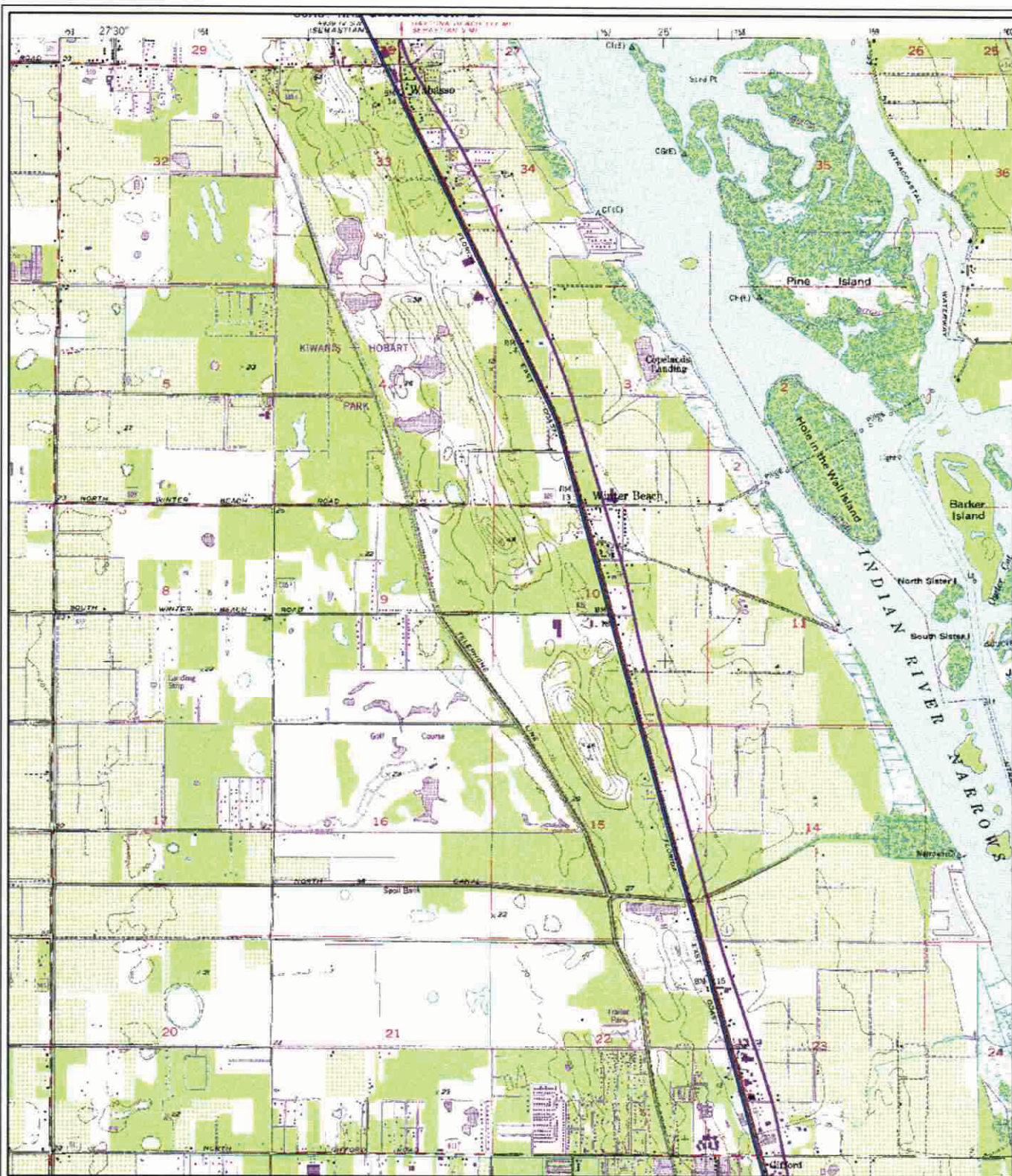
0 0.2 0.4 0.8 1.2 1.6 Miles

8IR1497

Indian River County

Base map: Sebastian, FL 1949 (PR 1970)
USGS 7.5' topographic quadrangle





Legend

8IR1497

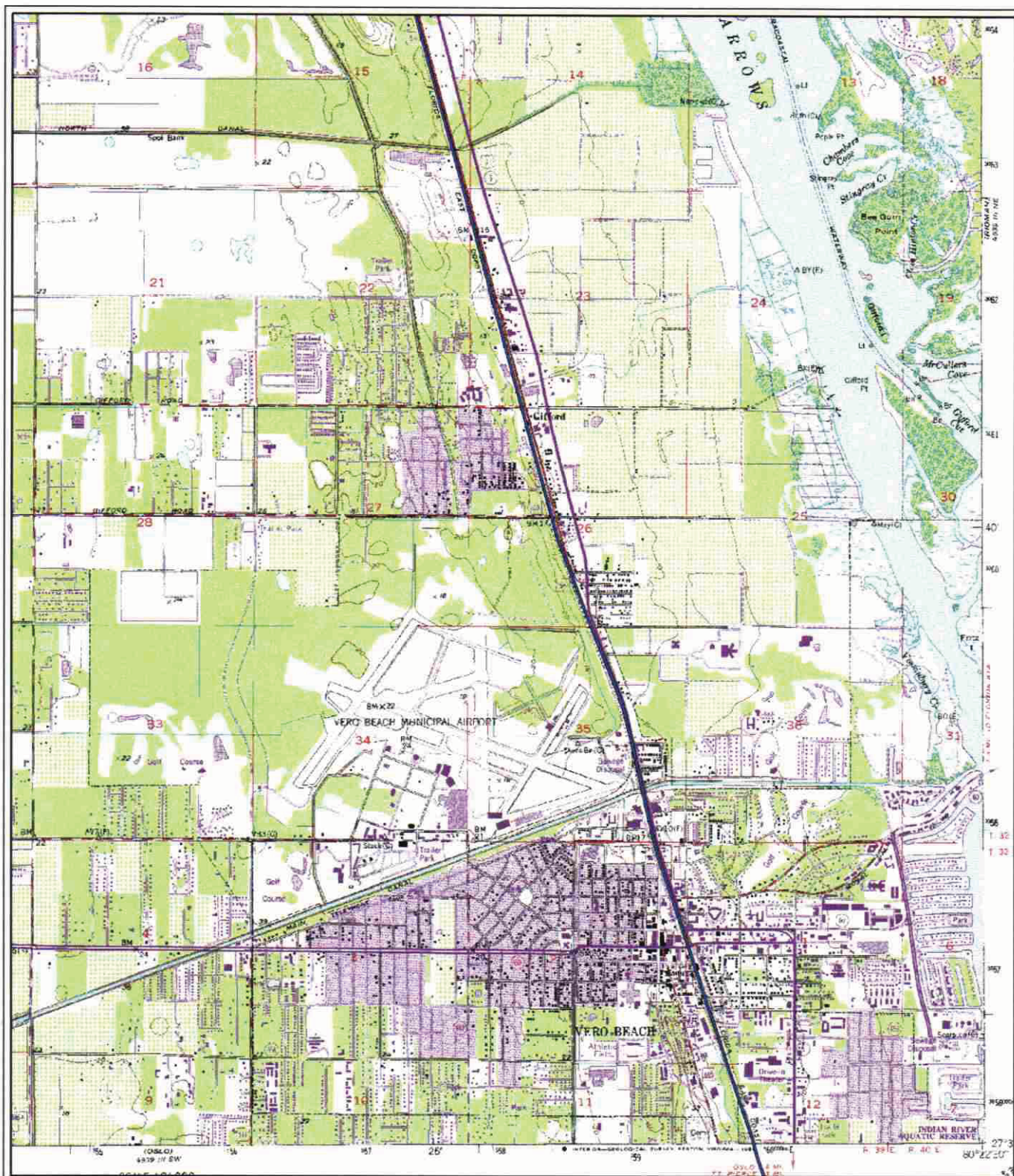


0 0.2 0.4 0.8 1.2 1.6 Miles

8IR1497

Indian River County

Base map: Vero Beach, FL 1949 (PR 1983)
USGS 7.5' topographic quadrangle



Legend

8IR1497



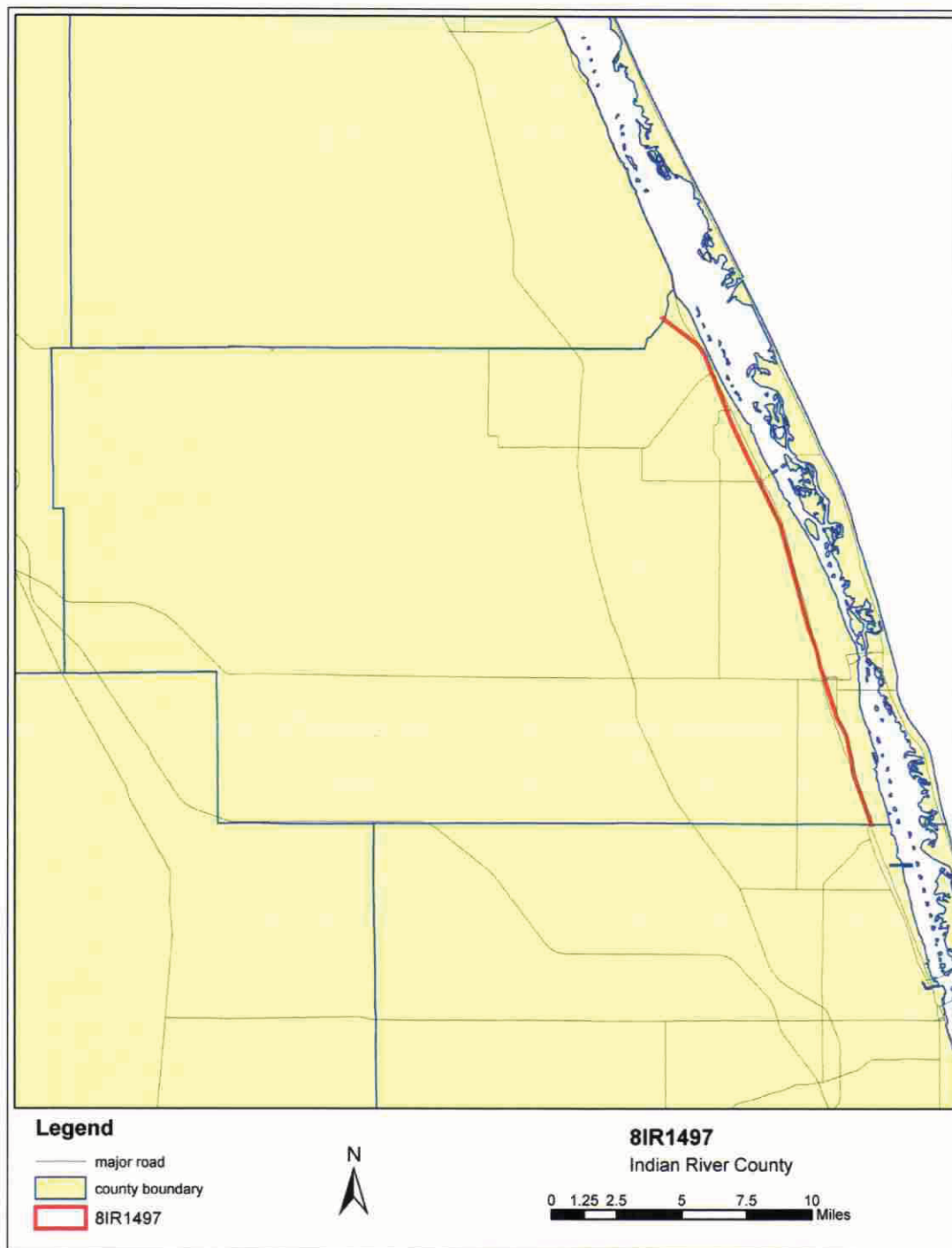
0 0.2 0.4 0.8 1.2 1.6 Miles

8IR1497

Indian River County

Base map: Vero Beach, FL 1949 (PR 1983)

USGS 7.5' topographic quadrangle



8IR1497 in relation to major roads in Indian River County

Required Attachments

- 1 PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
- 2 LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
- 3 TABULATION OF ALL INCLUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)
- 4 PHOTOS OF GENERAL STREETSCAPE OR VIEWS (Optional: aerial photos, views of typical resources)
Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

TRS

31S39E006

31S39E007

31S39E008

31S39E017

31S39E020

31S39E028

31S39E029

31S39E033

32S39E003

32S39E004

32S39E010

32S39E015

32S39E022

32S39E023

32S39E026

32S39E035

33S39E001

33S39E002

33S39E012

33S39E013

33S39E024

33S40E019

33S40E030

33S40E031

SEBA

VERB

OSLO

INDR

☒ Original
☐ Update



HISTORICAL BRIDGE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Consult Guide to the Historical Bridge Form for detailed instructions

Site #8 IR01516
 Field Date 8-25-2011
 Form Date 9-1-2011
 Recorder # 9
 FDOT Bridge # 880001

Bridge Name(s) FDOT Bridge # 880001 Multiple Listing (DHR only)
 Project Name CRAS of US 1/SR 5 from Kings Hwy to Oslo Rd Survey # (DHR only) 186166
 Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☒ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Route(s) Carried/Feature(s) Crossed US 1 over the FEC Railway/Dixie Highway
 USGS 7.5 Map Name INDRIO USGS Date 1983 Plat or Other Map _____
 City/Town (within 3 miles) Vero Beach In City Limits? ☐ yes ☒ no ☐ unknown County Indian River
 Township 33S Range 40E Section 31 1/4 section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: _____
 Township _____ Range _____ Section _____ 1/4 section: ☐ NW ☐ SW ☐ SE ☐ NE
 Landgrant _____ Tax Parcel # _____
 UTM Coordinates: Zone ☐ 16 ☐ 17 Easting 562338 Northing 3048395
 Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
 Name of Public Tract (e.g., park) _____

HISTORY

Year Built 1928 ☐ approximately ☒ year listed or earlier ☐ year listed or later
 Still in use? ☒ yes ☐ no ☐ restricted use (describe) _____
 Prior Fords, Ferries, or Bridges at this Location None

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned) Auto (1928-present)

Ownership history State

Designers/Engineers State Road Department

Builders/Contractors Unknown

Text of Plaque or Inscription 880001 (Bridge number printed)

Narrative History (How did bridge come to be built? How was it financed?, etc.) See continuation sheet.

DESCRIPTION

GENERAL

Overall Bridge Design 1. Tee Beam 2. _____
 Overall Condition ☐ excellent ☒ good ☐ fair ☐ deteriorated ☐ ruinous
 Style and Decorative Details Original historic piers; 1934 rails

Tender Station Description N/A

Alterations: Dates and Descriptions 1934: height raised, railings replaced

DHR USE ONLY

OFFICIAL EVALUATION

DHR USE ONLY

NR List Date

SHPO - Appears to meet criteria for NR listing: ☒ yes ☐ no ☐ insufficient info

Date 11/30/2011

Init. GLJ

☐ Owner Objection

KEEPER - Determined eligible:

NR Criteria for Evaluation: ☐ a ☐ b ☐ c ☐ d (see National Register Bulletin 15, p. 2)

HISTORICAL BRIDGE FORM

Site #8 IR01516

DESCRIPTION (continued)

SUPERSTRUCTURE

Spans: Number 7 Total Length(ft) 288Main Spans: Number 7 Length(ft) _____ Width(ft) _____ Roadway width(ft) 24Main Span Design Tee BeamMain Span Materials 1. Pre-cast Concrete 2. _____Approach Spans: Number 0 Length(ft) _____ Width(ft) _____ Roadway width(ft) _____Approach Span Design Not ApplicableApproach Span Materials 1. Not Applicable 2. _____Deck Materials 1. Pre-cast Concrete 2. _____

SUBSTRUCTURE

Abutment Materials 1. Concrete 2. _____

Abutment Description _____

Pier Materials 1. Concrete 2. _____Pier Description See continuation sheet.

RESEARCH METHODS (check all that apply)

- | | | | |
|--|--|---|--|
| <input checked="" type="checkbox"/> FDOT database search | <input checked="" type="checkbox"/> Fla. Archives / photo collection | <input checked="" type="checkbox"/> newspaper files | <input type="checkbox"/> informal archaeological inspection |
| <input checked="" type="checkbox"/> HABS/HAER record search | <input type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> city directory | <input type="checkbox"/> formal archaeological survey |
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input checked="" type="checkbox"/> library research | <input type="checkbox"/> Public Lands Survey (DEP) | <input checked="" type="checkbox"/> cultural resource survey |
| <input type="checkbox"/> Other methods (specify) _____ | | | |

Bibliographic References (give FMSF manuscript # if relevant, use separate sheet if needed) See continuation sheet.

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☒ yes ☐ no ☐ insufficient informationPotentially eligible as contributor to a National Register district? ☐ yes ☒ no ☐ insufficient informationExplanation of Evaluation (required, use separate sheet if needed) See continuation sheet.Area(s) of historical significance (See *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

- | | | |
|--------------------------|-----------------------|----------|
| 1. <u>Transportation</u> | 3. <u>Engineering</u> | 5. _____ |
| 2. _____ | 4. _____ | 6. _____ |

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents

- | | |
|----------------------------|--------------------------------|
| 1) Document type _____ | Maintaining organization _____ |
| Document description _____ | File or accession #'s _____ |
| 2) Document type _____ | Maintaining organization _____ |
| Document description _____ | File or accession #'s _____ |

RECORDER INFORMATION

Recorder Name Janus ResearchAffiliation Janus ResearchRecorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)

Required Attachments

① USGS 7.5' TOPO MAP WITH BRIDGE LOCATION MARKED

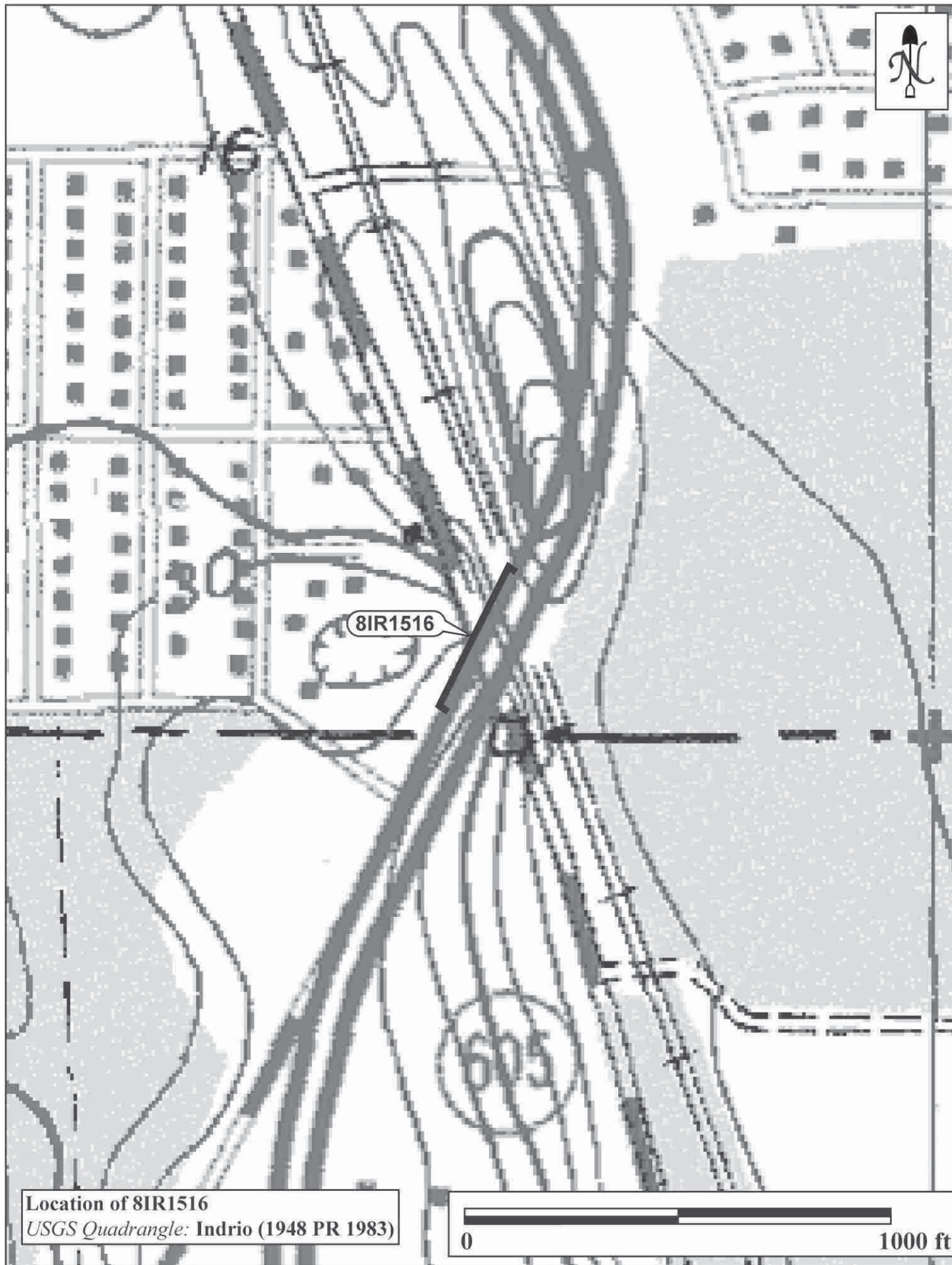
② PHOTO OF BRIDGE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

SKETCH MAP



USGS QUADRANGLE MAP



SITE NAME: FDOT Bridge #880001

A. NARRATIVE DESCRIPTION

Constructed in 1927-1928, FDOT Bridge #880001 carrying southbound US 1 over the FEC Railway and Old Dixie Highway is located in Township 33 South, Range 40 East, Section 31 (Indrio USGS Quadrangle 1948 PR 1983) in unincorporated Indian River County, Florida. The bridge has a total length of 288 feet. It features seven main spans of varying lengths, and does not have approach spans. The roadway width is 24 feet, carrying two lanes of southbound traffic. The deck and abutment are manufactured of pre-cast concrete. There are no plaques save a stenciled bridge number on the rail.

FDOT records show that this bridge exhibits tee-beam construction. According to the Historic Highway Bridges of Florida produced by the Florida Department of Transportation in 2004, "tee-beam bridges are constructed with cast-in-place reinforced concrete beams with flanking integral deck sections. Reinforced steel runs longitudinally at the bottom of the beam stem and perpendicular to the stem in the deck" (FDOT 2004:121). This was one of the most prevalent styles for bridge constructions in the 1920s-1930s (Parsons Brinckerhoff 2009:3-88), and is still in use today (Jackson 2011). Its common use is derived from their being relatively easy and cost-effective to build, combined with long-lasting durability (FDOT 2004:121).

The original bridge supports are still in use and visible. There are two styles of bridge supports; a standard six-pile bent design and a solid pier made of cement with a large central cutout, the shape of a square with cropped corners.

The bridge has not sustained major alterations since 1934. In this year, the bridge's height was raised and adjusted from a flat plane to a curved plane. This was done by jacking up the existing bridge deck, adding a larger cap to the top of the piers for added height. The railings were also replaced at this point (Danielsen 2011b). The reason for this widening and change in height is unknown; John Danielsen, the District Structures Maintenance Engineer for FDOT 4, suggested that this could have been done in order to change the road alignment from straight to curved (Danielsen 2011b), but it could not be confirmed with historical maps or aerial photographs whether that had been the case for FDOT Bridge #880001. Minor alterations conducted since 1934 include routine patching of cement and the lengthening of the railings at the ends.

B. DISCUSSION OF SIGNIFICANCE

FDOT Bridge #870001 is one of the oldest bridges located along the US 1 corridor, a significant roadway due to its associations with Florida's early transportation history and development. However, it has been evaluated by SHPO as ineligible in St. Lucie County, just south of this bridge, due to the fact that it is still in heavy use and does not retain any vestiges of its historic character. US 1 in Indian River County has not yet been evaluated by SHPO, but is evaluated as ineligible as part of this study for the same reasons. US 1 in Florida opened in the late 1920s, and FDOT records show that FDOT Bridge #880001 is

SITE NAME: FDOT Bridge #880001

one of only six 1920s bridges remaining along US 1 from Nassau County at the north to Monroe County at the south. It appears to be an excellent, intact example of an original bridge along this corridor. It is therefore considered eligible for listing in the National Register under Criterion A for its role in the Florida's transportation history.

Additionally, FDOT Bridge #880001 predates every other FDOT bridge in Indian River County by 20 years. Although it is a common bridge type, it is an early and relatively intact example from a decade in which remaining bridges are becoming increasingly rare. It is considered to be eligible for listing in the National Register under Criterion C for its engineering significance as a representation of a bridge type that was affordable and practical to construct over various crossings throughout the State of Florida.

A Determination of Eligibility has also been prepared which contains additional information.

C. HISTORY AND REFERENCES CITED OF PAST WORK AT SITE

Danielsen, John, FDOT 4 District Structures Maintenance Engineer

2011a Personal communication with Jim Pepe of Janus Research. Notes on file, Janus Research, Tampa, Florida.

2011b Personal communication with Amy Streelman of Janus Research. Notes on file, Janus Research, Tampa, Florida.

Florida Department of Transportation (FDOT)

2004 Historic Highway Bridges of Florida. Published by Florida Department of Transportation, Tallahassee, Florida.

Jackson, Roy, FDOT State Cultural Resources Coordinator

2011 Personal communication with Amy Streelman of Janus Research. Notes on file, Janus Research, Tampa, Florida.

Janus Research

2003 FMSF Form for 8SL1663, US 1. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

2007 Cultural Resource Assessment Survey of the U.S. Highway 1 (US-1) / State Road 5 (SR 5) Black Branch Creek Bridge Replacement Project in Flagler County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Vero Beach Press Journal

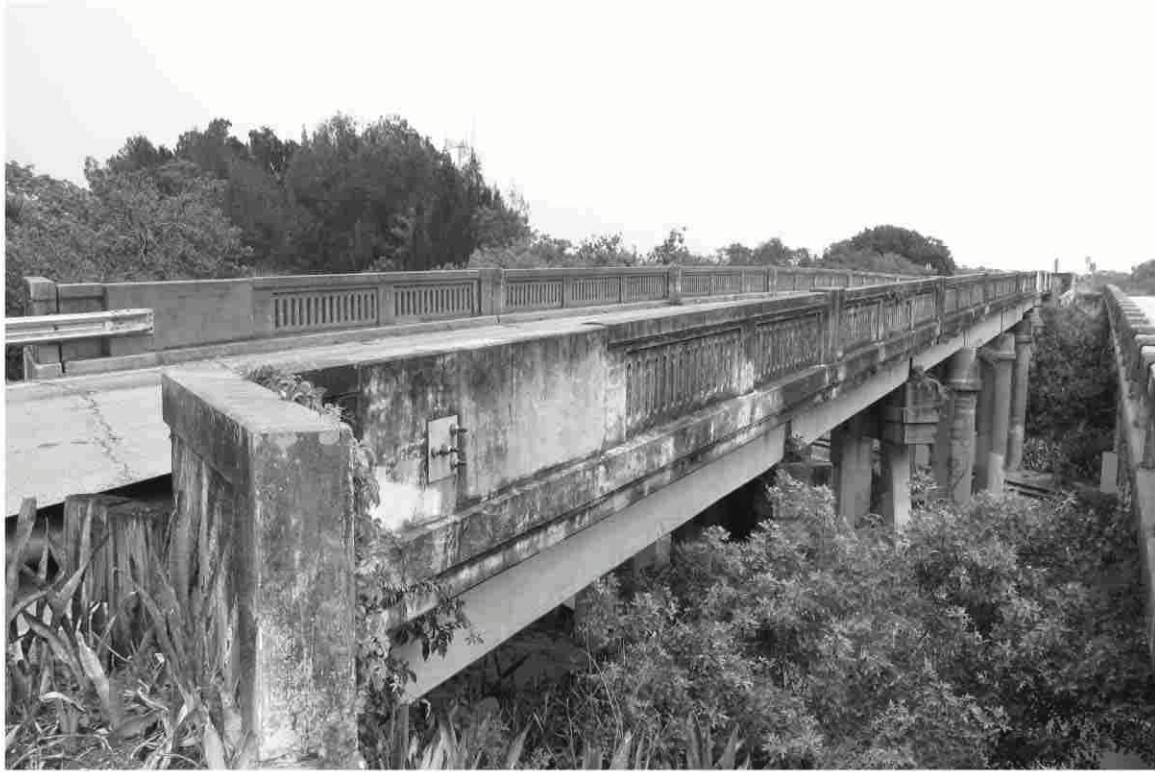
1927a "Paving Road No. Four Begun In This County." Article originally appeared on September 13, 1927. On file at the Indian River County Public Library.

1927b "Good Progress Being Made on Over-pass." Article originally appeared on October 21, 1927. On file at the Indian River County Public Library.

SITE NAME: FDOT Bridge #880001

- 1927c "Plan Celebration For Road Dedication." Article originally appeared on November 11, 1927. On file at the Indian River County Public Library.
- 1927d "Formal Opening New State Road Today." Article originally appeared on November 11, 1927. On file at the Indian River County Public Library.
- 1927e "Paving No. Four Road Begun In This County." Article originally appeared on September 16, 1927. On file at the Indian River County Public Library.

PHOTOGRAPH



CHANGE OF STATUS, Version 3.1, 5/03 Site #8 IR1519

Florida Master Site File Date This Form Completed (date of status change is below) 4/12/2012

DHR Staff Only

Reporter Jones, Ginny ☒ DHR ☐ Not DHR: Give organization, address, phone, email:

☐ Site File file number KNOWN (provide): _____

☐ Site File file number NOT KNOWN (attach map and complete next three lines)

Resource Name _____

TRS: Township N / S Range E / W Section:

Other location info: _____

CHANGE IN PHYSICAL CONDITION (write date before each applicable change, omit day &/or month if exact date unknown; describe change as suggested; give DHR file number or attach documentation)

 / / Altered without reference to the Secretary's Standards--describe: _____

 / / Correction of ☐ address, ☐ map, or ☐ TRS (Give old & corrected info) _____

 / / Restored to historical condition as of (year)

 / / Moved to new site (attach map)--new address: _____

 / / Approved for demolition--by (authority): _____

 / / Demolished (structures/bridges only)- _____

 / / Accidentally destroyed--cause: _____

 / / Disturbed (archaeological)--describe: _____

 / / Human remains--ANY evidence? Describe: _____

DHR only-INVOLVEMENT IN PRESERVATION PROGRAMS (write earliest date this property involved)

 / / Ad valorem tax relief (Give CLG, BHP/CR file #): _____

 / / Section 106 review (BHP/CR file #): _____

 / / Chapter 267 FS review (BHP/CR file #): _____

 / / Federal investment tax credit (BHP/APS file #): _____

 / / Acquisition & development grant (BHP/Grants file #): _____

 / / FS 872, unmarked human remains encountered _____

 / / 1A32, state lands permit (BAR/AR file #): _____

 / / CARL, conservation lands project (BAR/AR file #): _____

DHR only-CHANGE IN EVALUATION (write date before each applicable change)

 / / Listed in National Register of Historic Places (Give NRIS#, federal id #) _____

 / / Officially removed from the National Register of Historic Places (NRIS#, federal id) _____

 / / Keeper: ☐ eligible ☐ ineligible

4/17/2012 SHPO: ☒ eligible ☐ ineligible (SHPO office, file#) 2012-489

 / / Opinion of technical DHR staff, not through 106 process--justification required per Director:

☐ eligible ☐ ineligible ☐ insufficient information -- Explanation: _____

 / / Rehabilitated to Secretary's Standards (SHPO office, file #) _____

 / / Local register or landmark commission: ☐ eligible ☐ ineligible ☐ CLG ☐ non-CLG

Name, address of local register: _____

DOCUMENTATION ☒ attached ☐ already in Site File, specify file no _____



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 W. Commercial Blvd.
Fort Lauderdale, FL 33309

ANANTH PRASAD, P.E.
SECRETARY

APR 6 12 9:39AM

April 2, 2012

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2012 APR 16 P 2:10

Federal Highway Administration
545 John Knox Rd., Ste. 200
Tallahassee, FL 32303

Attention: Linda Anderson

Re: *Revised Document*

Section 106 Determination of Eligibility for Old Dixie Highway
Section 106 Determination of Effects for FDOT Bridge # 880001 and Old Dixie Highway
State Road 5 (US 1)
From the Indian River/St. Lucie County line to south of Oslo Road
Financial Project ID Numbers: 228583-4, 228583-2, and 230368-1
Indian River County, Florida

Dear Ms. Anderson:

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment Study (PD&E) in 1997 for SR 5(US 1) from south of Kings Highway (SR 713) to south of 4th Street in St. Lucie and Indian River Counties. The FDOT is currently proposing to mill and resurface and widen US 1 (SR 5) from the Indian River/St. Lucie County Line to south of Oslo Road and is completing a Construction Advertisement Reevaluation for this portion of the project. The northern portion of the previous PD&E study, from Oslo Road to 4th Street, has already been constructed. An updated Cultural Resources Assessment Survey (CRAS) was conducted by the FDOT. The south bound bridge, bridge #880001, was determined eligible for listing on the National Register of Historic Places (National Register) and State Historic Preservation Officer (SHPO) concurred with this finding in a letter dated October 6, 2011. Since the submittal of the CRAS, FDOT evaluated the eligibility of Old Dixie Highway within the project Area of Potential Effect (APE) and has determined that this portion of Old Dixie Highway is also considered eligible for the National Register. The opinions of FHWA and the SHPO on the eligibility of Old Dixie Highway are requested with this submittal.

As discussed with FHWA, FDOT's original design is complete to 50% and is intended to be part of a design/build criteria package to select a team to complete the design and construct the project. The proposed design realigns SR5 (US 1) as it crosses over Old Dixie Highway and the Florida East Coast (FEC) Railroad. The curve north of these bridges is increased to a 1,476-foot radius making it safer for the traveling public compared to the existing sharper curve. Each of the two new bridges is 65.04 feet wide with three 12-foot lanes and two 10-foot shoulders in each direction. Each bridge also has outside 6-foot-wide sidewalks separated from the travel lanes by

a concrete barrier wall. The new bridges have horizontal clearances to existing Old Dixie Highway and the FEC Railroad that meet current FDOT and FEC criteria.

Based on FHWA comments, the FDOT has revised the *Section 106 Determination of Eligibility for Old Dixie Highway and a Determination of Effects (DOE) for Bridge #880001 and Old Dixie Highway*, which was originally submitted in January 2012. In this document are the results of the FDOT's evaluation of several alternatives including options to rehabilitate the bridge and an avoidance alternative. Two options for rehabilitation were evaluated. Option 1 does not meet the purpose and need of the project. Option 2 allows for widening of the bridge and thus meets the purpose and need, but it is FDOT's opinion that this alternative will result in an adverse effect to bridge 88001. The avoidance alternative leaves bridge 880001 in place. Thus, FDOT has determined that this alternative would not result in an adverse effect to bridge 880001. However, this alternative and the rehabilitation alternative Option 2 would require splitting Old Dixie Highway into separate north- and south-bound lanes, in order for it to pass beneath the historic bridge with adequate clearance. Should FHWA and SHPO concur with FDOT's finding that Old Dixie Highway is NR-eligible, it is FDOT's opinion that these alternatives would create an adverse impact to Old Dixie Highway.

The FDOT has determined that after evaluating alternatives to avoid and minimize impacts on National Register eligible properties, the only prudent and feasible alternative is to remove the National Register eligible bridge #880001, and this will result in an adverse effect under Section 106 of the National Historic Preservation Act.

FDOT requests concurrence on FDOT's determination of eligibility for Old Dixie Highway, as well as the determinations of effects for each of the alternatives.

A copy of this report is being sent to SHPO for a concurrent review. Please complete the signature block below with your findings and recommendations and forward it to SHPO at your earliest convenience.

Thank you for your time and consideration. If you have any questions, please feel free to contact Jamie Paterson-Brady at 954-777-4342 or e-mail at jamie.patterson-brady@dot.state.fl.us.

Sincerely,



Ann Broadwell
Environmental Administrator
FDOT District Four

Enclosure

cc: Laura Kammerer, SHPO
Ginny Jones, SHPO
Jamie Patterson-Brady, FDOT

Betsy Jeffers, P.E., FDOT
Kenzot Jasmin, P.E. FDOT
Roy Jackson, FDOT, CEMO
Lynn Kiefer, Kimley-Horn and Associates, Inc.
Paul Cherry, Kimley-Horn and Associates, Inc.
Amy Streelman, Janus Research, Inc.
Ken Hardin, Janus Research, Inc.

The FHWA finds the attached Section 106 Determination of Eligibility and Section 106 Determination of Effects Report complete and sufficient and ☒ approves / ☐ does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

FHWA Comments:

PLEASE NOTE THAT IT IS FHWA THAT MAKES THE FORMAL DETERMINATION OF ELIGIBILITY (P. 8, para. 5).
SHPO: PLEASE ADDRESS COMMENTS/DANIEL TO LINDA ANDERSON, FHWA.
PLEASE CC: ANN BEADSWELL, FOOT 04; MARK CLASGONS, FHWA; AND ROY JACKSON, FOOT CEMO.

/s/ Louie K. And
Martin C. Knopp
Division Administrator
Florida Division
Federal Highway Administration

4-10-12
Date

The Florida State Historic Preservation Officer finds the attached Section 106 Determination of Eligibility and Section 106 Determination of Effects Report complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2012-489.

SHPO Comments:

Laura R. Kammerer, Deputy
for Robert F. Bendus
State Historic Preservation Officer
Florida Division of Historical Resources

4-17-2012
Date

☒ Original
☐ Update



RESOURCE GROUP FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 IR01519
 Field Date 8-25-2011
 Form Date 9-1-2011
 Recorder# 13

NOTE: Use this form to document districts, landscapes, building complexes and linear resources as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSs).** National Register MPSs are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

- ☐ **Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- ☐ **Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- ☐ **Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- ☐ **Building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- ☐ **Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- ☐ **Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- ☐ **Linear resource** (NR category usually "structure"): Linear resources are a special type of rural historic landscape and can include canals, railways, roads, etc.

Resource Group Name Old Dixie Highway Multiple Listing [DHR only] _____
 Project Name CRAS of US 1/SR 5 from Kings Hwy to Oslo Rd FSMF Survey # 186666
 National Register Category (please check one): ☐ building(s) ☐ structure ☐ district ☒ site ☐ object
 Linear Resource Type (if applicable): ☐ canal ☐ railway ☒ road ☐ other (describe): _____
 Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☒ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Street Number _____ Direction _____ Street Name _____ Street Type _____ Suffix Direction _____
 Address: _____
 City/Town (within 3 miles) Vero Beach In Current City Limits? ☐ yes ☒ no ☐ unknown
 County or Counties (do not abbreviate) Indian River
 Name of Public Tract (e.g., park) _____
 1) Township 32S Range 40E Section 31 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: _____
 2) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 3) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 4) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 USGS 7.5' Map(s) 1) Name INDRIO USGS Date 1983
 2) Name _____ USGS Date _____
 Plat, Aerial, or Other Map (map's name, originating office with location) _____
 Landgrant _____
 Verbal Description of Boundaries (description does not replace required map) Within the APE, runs NW-SE, crossing under the US 1 / SR 5, just west of the FEC Railway

DHR USE ONLY

OFFICIAL EVALUATION

DHR USE ONLY

NR List Date

SHPO - Appears to meet criteria for NR listing: ☐ yes ☐ no ☒ insufficient infoDate 11/30/2011Init. GLS☐ Owner Objection

KEEPER - Determined eligible:

NR Criteria for Evaluation: ☐ a ☐ b ☐ c ☐ d (see *National Register Bulletin 15*, p. 2)

HISTORY & DESCRIPTIONConstruction Year: 1915 ☒ approximately ☐ year listed or earlier ☐ year listed or later

Architect/Designer (last name first): _____ Builder (last name first): _____

Total number of individual resources included in this Resource Group: # of contributing _____ # of non-contributing _____

Time period(s) of significance (choose a period from the list or type in date range(s), e.g. 1895-1925)

1. c. 1915-1928

3. _____

2. _____

4. _____

Narrative Description (*National Register Bulletin 16A* pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) See continuation sheet.**RESEARCH METHODS (check all that apply)**☒ FMSF record search (sites/surveys)☒ library research☐ building permits☐ Sanborn maps☐ FL State Archives/photo collection☐ city directory☐ occupant/owner interview☐ plat maps☐ property appraiser / tax records☒ newspaper files☐ neighbor interview☐ Public Lands Survey (DEP)☒ cultural resource survey☒ historic photos☐ interior inspection☐ HABS/HAER record search☒ other methods (specify) Historic aerial photographsBibliographic References (give FMSF Manuscript # if relevant) See continuation sheet.**OPINION OF RESOURCE SIGNIFICANCE**Potentially eligible individually for National Register of Historic Places? ☐ yes ☐ no ☒ insufficient informationPotentially eligible as contributor to a National Register district? ☐ yes ☐ no ☒ insufficient informationExplanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.) See continuation sheet.Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. _____

3. _____

5. _____

2. _____

4. _____

6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____**RECORDER INFORMATION**Recorder Name Janus ResearchAffiliation Janus ResearchRecorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)**Required
Attachments**

- ① PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
- ③ TABULATION OF ALL INCLUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)
- ④ PHOTOS OF GENERAL STREETScape OR VIEWS (Optional: aerial photos, views of typical resources)
Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

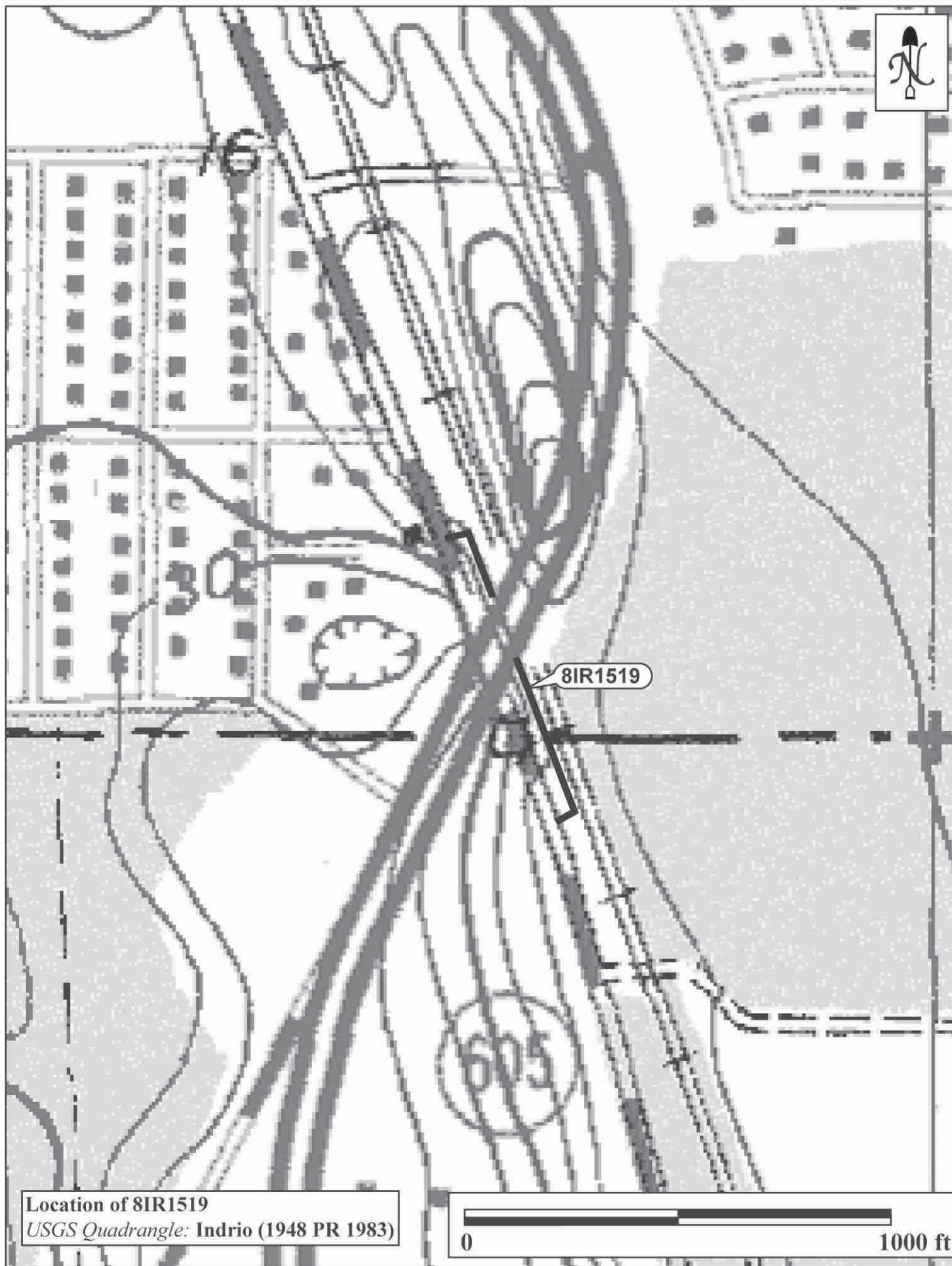
PHOTOGRAPH



SKETCH MAP



USGS QUADRANGLE MAP



SITE NAME: Old Dixie Highway

A. NARRATIVE DESCRIPTION

Within the APE, Old Dixie Highway is located in Township 33 South, Range 40 East, Section 31 (Indrio USGS Quadrangle 1948 PR 1983) in unincorporated Indian River County, Florida. Approximately 400 feet were located within the APE, and this portion of the roadway consists of two paved lanes without paved shoulders or turn lanes.

B. DISCUSSION OF SIGNIFICANCE

In 1915, the State of Florida became a founding member of the Dixie Highway Association, one of several organizations established by auto enthusiasts, entrepreneurs, and state governments that fostered interstate cooperation in establishing "auto trails" a decade before the federal government designated a national highway system. Like the other auto trails, the original Dixie Highway was actually a series of interconnected county and state roads marked by a common signage system. On Florida's east coast, the Dixie Highway ran parallel to the FEC Railway tracks (Janus Research 2007:60). The auto trail was the main driving route between Miami and the American Midwest, running from Sault Ste. Marie, Michigan, to Florida City, Florida, south of Miami. It continued as the major north-south route until the construction of US 1 in 1927-1928. The following 1943 aerial photograph shows that the roadway maintains its historical route.

There is insufficient information to establish the significance or integrity of the short length within the current APE. In contrast to the FEC Railway, less recent work regarding the integrity necessary for listing in the National Register has been conducted, and during past work various portions of the road have been evaluated using different standards. The portion of roadway beginning at the St. Lucie County line and travelling southward into the county, just south of the current APE, was evaluated by Janus Research in 2003 as ineligible for listing in the National Register, but potentially eligible for designation by St. Lucie County due to the fact that the roadway retains much of its original historic character and appearance (Janus Research 2003).

As project plans (as seen in Appendix C of the associated CRAS) do not propose alterations to the roadway, it has not been formally evaluated as part of the current study. If project plans change and it appears the roadway may be impacted, the roadway within the APE will need to be formally evaluated.

SITE NAME: Old Dixie Highway

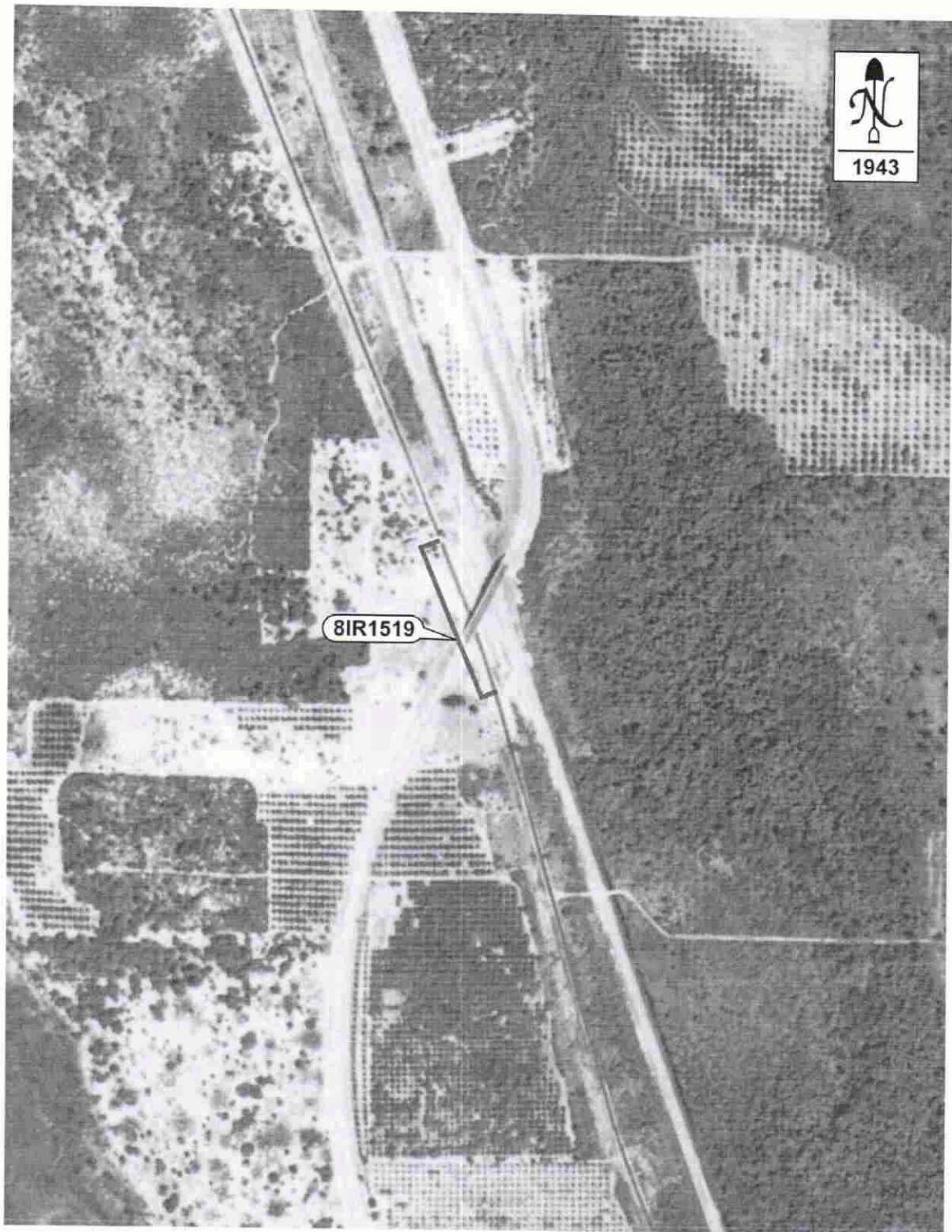


Figure 1: 1943 Aerial Photograph Depicting Old Dixie Highway (8IR1519)

SITE NAME: Old Dixie Highway

C. HISTORY AND REFERENCES CITED OF PAST WORK AT SITE

Janus Research

- 2003 FMSF Form for 8SL1663, US 1. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- 2007 Cultural Resource Assessment Survey of the U.S. Highway 1 (US-1) / State Road 5 (SR 5) Black Branch Creek Bridge Replacement Project in Flagler County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

SITE NAME: Old Dixie Highway

A. NARRATIVE DESCRIPTION

Within the APE, Old Dixie Highway is located in Township 33 South, Range 40 East, Section 31 (Indrio USGS Quadrangle 1948 PR 1983) in unincorporated Indian River County, Florida. Approximately 400 feet were located within the APE, and this portion of the roadway consists of two paved lanes without paved shoulders, turn lanes, medians, sidewalks, or traffic lights (Figures 1 and 2). The road travels in a northwest-southeast direction and continues into St. Lucie County from the southern edge of the section within the project APE. The FEC Railway tracks parallel the roadway on the east side. In addition to the historic FEC Railway, structures along this section of Old Dixie Highway also include two historic highway bridges (#880001 and #880025) that carry US 1 over Old Dixie Highway, and a circa 1930 residence on the west side (8IR1522) north of the US 1 bridges. To the south of the bridges on the west side of Old Dixie Hwy there are several c. 1970s industrial structures, followed by vacant land farther to the south. The eastern side of Old Dixie Highway to the north and south of the US 1 bridges consists of the FEC Railway corridor. Natural vegetation dominates the eastern side of the railway, helping to maintain the area's rural character. Groves are located to the east of the railroad tracks across the St. Lucie County line, just south of the section of Old Dixie Highway within the project APE. Historic aerial photography shows that the cleared areas around the Old Dixie Highway/US 1 crossover, as well as surrounding groves, were present in this area at least as early as the 1940s. The area largely maintains its rural character.



Figure 1: Old Dixie Highway (8IR1519), Facing South toward Bridge #880001

SITE NAME: Old Dixie Highway

Figure 2: Old Dixie Highway (8IR1519), Facing South toward Bridge #880001

B. DISCUSSION OF SIGNIFICANCE

In 1915, the State of Florida became a founding member of the Dixie Highway Association, one of several organizations established by auto enthusiasts, entrepreneurs, and state governments that fostered interstate cooperation in establishing “auto trails” a decade before the federal government designated a national highway system. The prime promoter of the idea was businessman Carl G. Fisher. The federal government played little role in the early years, but beginning in the early 1920s it provided increasing funding (Penders 2005).

Like the other auto trails, the original Dixie Highway was actually a series of interconnected county and state roads marked by a common signage system. On Florida’s east coast, the Dixie Highway ran parallel to the FEC Railway tracks (Janus Research 2007:60). The auto trail was the main driving route between Miami and the American Midwest, running from Sault Ste. Marie, Michigan, to Florida City, Florida, south of Miami. By 1925, the Dixie Highway System had 5,786 miles of paved roads, often incorporating older local and county paved roads in many locations. Old Dixie Highway was one of the first paved roads constructed through Indian River County. By 1927, the highway had reached as far south as Miami (Penders 2005).

SITE NAME: Old Dixie Highway

Old Dixie Highway continued as the major north-south route until the construction of US 1 in 1927-1928. In 1927, the Dixie Highway Association was disbanded and the highway was taken over and part of the United States highway system, with portions becoming state roads. The portion of Old Dixie Highway from Jacksonville, Florida south was largely replaced by US 1. In many of these cities south of Jacksonville, US 1 parallels Old Dixie Highway, which is sometimes only a block away (Penders 2005). Within the current project APE, US 1 crosses over Old Dixie Highway (Figure 3).

Old Dixie Highway played an important role in the development and transportation system of Indian River County. The portion of Old Dixie Highway within the current project APE is only a small portion of an overall linear historic district. Although development throughout the twentieth century has altered other sections of Old Dixie Highway, the portion of the highway within the current project APE retains its historic route, character, appearance, and surroundings. The following 1943 aerial photograph (Figure 4) shows that the roadway maintains its historical route when compared to the modern aerial photograph (Figure 5). In contrast to US 1, which in this location does not retain any vestiges of its historic character, Old Dixie Highway has not been widened or significantly altered. There have been no major non-historic additions such as sidewalks, medians, curbing, turn lanes, or modern signage/lights that would detract from the historic appearance of the roadway. The surroundings also remain rural and similar in appearance to the historic surroundings. This portion of Old Dixie Highway was instrumental in connecting communities in Indian River County and nearby St. Lucie County as the main transportation artery through east Florida in the early twentieth century. Therefore, this portion of Old Dixie Highway is considered eligible for inclusion in the National Register under Criterion A for community planning and development and its important connection to the history of transportation in Indian River County and the surrounding area. It is possible that additional portions of Old Dixie Highway in Indian River County may be found eligible for inclusion in the National Register during future surveys. If additional portions of the roadway in Indian River County are evaluated in the future and found to be eligible for listing in the National Register, this segment would be considered a contributing element to the overall linear district.

SITE NAME: Old Dixie Highway



Figure 3: Old Dixie Highway (8IR1519), Facing South from underneath Bridge #880001 (with Bridge # 880025 in the foreground)

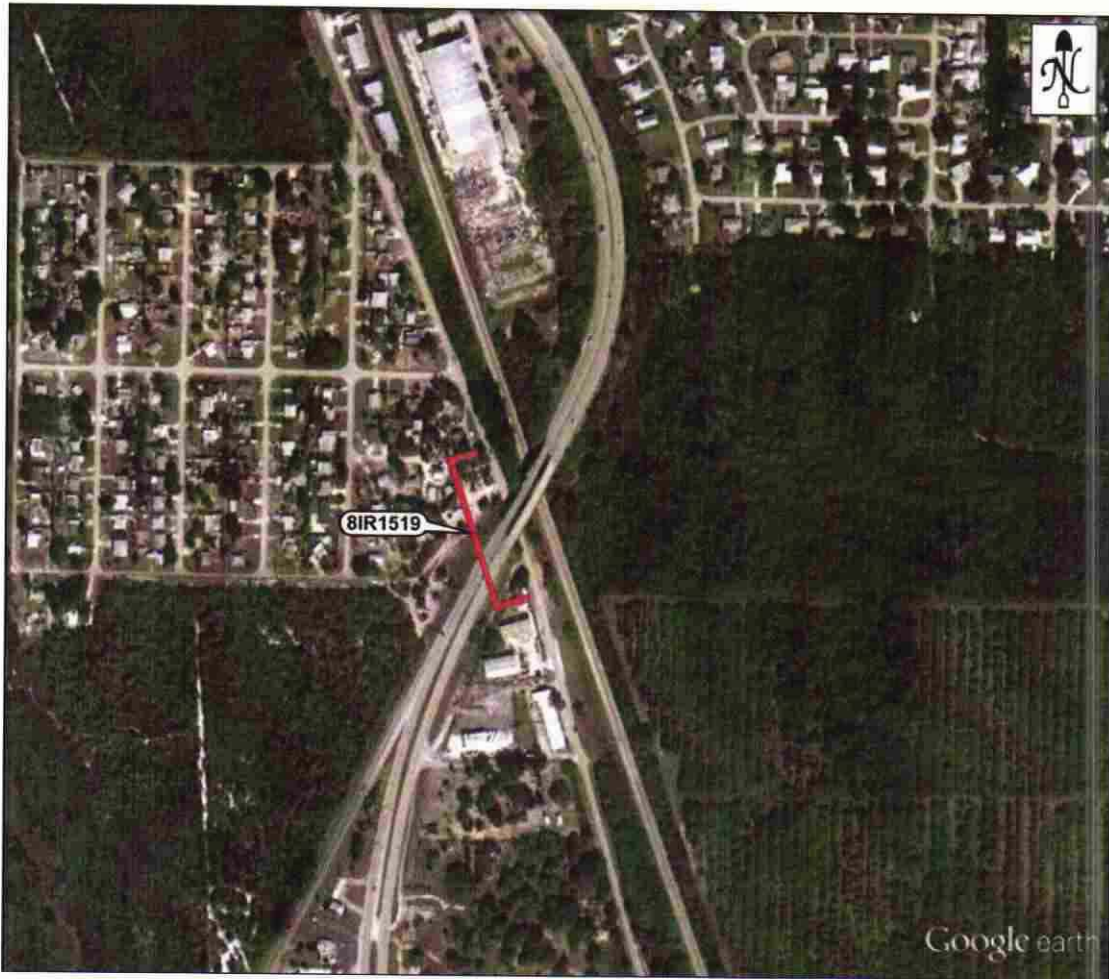
SITE NAME: Old Dixie Highway

Figure 5: Modern Aerial Photograph Depicting Old Dixie Highway (8IR1519)

C. HISTORY AND REFERENCES CITED OF PAST WORK AT SITE

Janus Research

- 2003 FMSF Form for 8SL1663, US 1. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
- 2007 Cultural Resource Assessment Survey of the U.S. Highway 1 (US-1) / State Road 5 (SR 5) Black Branch Creek Bridge Replacement Project in Flagler County, Florida. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Penders, Thomas E.

- 2005 FMSF Form for 8BR1924, Old Dixie Highway. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

**SEE SITE FILE STAFF FOR
ORIGINAL PHOTO(S) OR MAP(S)**United States Department of the Interior
National Park Service**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Propertyhistoric name Geo. W. Parks Storeother names/site number Stuart Feed Supply 8MT46**2. Location**street & number 101 S. Flagler Avenuecity, town Stuartstate Floridacode FLcounty Martincode FL 085zip code 33457☐ not for publication☐ vicinity**3. Classification**

Ownership of Property

☒ private☐ public-local☐ public-State☐ public-Federal

Category of Property

☒ building(s)☐ district☐ site☐ structure☐ object

Number of Resources within Property

Contributing

1

Noncontributing

 buildings sites structures objects Total

Name of related multiple property listing:

n/aNumber of contributing resources previously
listed in the National Register 0**4. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this
☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the
National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of certifying official

Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

☐ entered in the National Register.☐ See continuation sheet.☐ determined eligible for the National
Register. ☐ See continuation sheet.☐ determined not eligible for the
National Register.☐ removed from the National Register.☐ other, (explain:)

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

COMMERCE/TRADE/department store

Current Functions (enter categories from instructions)

COMMERCE/TRADE/department store

7. Description

Architectural Classification

(enter categories from instructions)

OTHEF: Vernacular Frame Storefront

Materials (enter categories from instructions)

foundation CONCRETE BLOCK PIERS

walls WOOD: Weatherboard

roof METAL: Tin

other

Describe present and historic physical appearance.

The Geo. Parks Store was built in the typical late nineteenth century frame vernacular style with a false front nearly camouflaging the front-gabled roof. The two-story weatherboard building retains many of the original windows (the front lower-story windows are single-pane picture windows now) and a tin roof. The original building was used as a general store with living quarters for the owner on the second floor. A one-room addition on the south provided a porch for the second floor and a storage area for the first floor. The addition survives today and is used for poultry. The porch area has been closed in. A recent addition on the north first story is of galvanized, painted tin. Although the addition is easily seen, it does not detract too severely from the basic structure. Two lean-to additions of tin construction are attached at the rear (east facade) of the building. The modest store building remains a significant architectural feature in the downtown area, reminiscent of the earlier days when the downtown was further north than the present. Although the building has had some additions, they do not detract from the original store front, the primary feature of the building. The building is located between the river and the railroad tracks, the primary transportation corridors at the time of construction.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☐ statewide ☐ locally

Applicable National Register Criteria ☒ A ☒ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

COMMERCE

ARCHITECTURE

Period of Significance

1905

Significant Dates

Cultural Affiliation
n/a

Significant Person

George Parks

Architect/Builder

n/a

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The George W. Parks Store is significant in the Stuart area as one of the last remaining commercial buildings from the earliest building period in Stuart, as the only building associated with George Parks, an early settler and store keeper, and architecturally as an example of early storefront architecture. Although the Kitching store was built earlier, it is no longer extant. Later commercial buildings remain in Stuart, but the Parks Store is the last reminder of the earlier commercial period in the original commercial area.

The area which is now Stuart was first settled by the Bessey family in 1880. In 1883, Walter Kitching moved to the area and established a mercantile business on a boat that went up and down the Indian River. By 1892, the community had been named Potsdam and residents had built a schoolhouse. In 1896, the Florida East Coast Railway came through Potsdam, after Walter Kitching had deeded land and offered financial incentive to Henry Flagler. That same year Walter Kitching built the first general store between the railroad and the river, the two primary transportation corridors. The community was renamed Stuart shortly after the railroad came through Potsdam.

By 1905, Stuart had grown into a small community with an annual fair, churches, and a drug store. In the latter part of that year, George W. Parks built the George W. Parks Sr., Grocery and General Merchandise Store. The store carried a variety of items, and perhaps more importantly, sold oil from a no longer extant shed near the river at the back of the property. Eventually Gulf Refining Company products were sold. The Parks family lived in an apartment on the second floor of the store.

The George W. Parks Store remains a significant landmark in Stuart as one of the last remaining early commercial buildings in the community, the only one associated with George Parks, an early settler, and an architectural reminder of the early storefront styles.

☐ See continuation sheet

9. Major Bibliographical References

Hutchinson, Janet. History of Martin County. Hutchinson Island, Florida:
Gilbert's Bar Press, 1975.

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67)
has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings
Survey # _____
- ☐ recorded by Historic American Engineering
Record # _____

☐ See continuation sheet

Primary location of additional data:

- ☐ State historic preservation office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other

Specify repository:


10. Geographical Data

Acres of property LT1

UTM References

A   

Zone **Easting** **Northing**

C   

B

--	--

 Zone

--	--	--	--	--	--

 Easting

--	--	--	--	--	--

 Northing

D

--	--

--	--	--	--	--	--

--	--	--	--	--	--

☐ See continuation sheet

Verbal Boundary Description

05-38-41-003-000-00120-7-0000

The nominated property is located in the City of Stuart in Danforth's Revised Subdivision, Lot 12 & SELY 4' of Lot 13.

☐ See continuation sheet

Boundary Justification

This is the city lot the property is located on and has been for 82 years.

☐ See continuation sheet

11. Form Prepared By

name/title Melissa Wiedenfeld, Historic Preservation Planner
organization Florida Department of Transportation date April 17, 1987
street & number 605 Suwannee Street telephone 904-487-1435
city or town Tallahassee state Florida zip code 32399

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Geo. W. Parks Storeother names/site number Stuart Feed Supply 8MT46

2. Location

street & number 101 S. Flagler Avenue☐ not for publicationcity, town Stuart☐ vicinitystate Floridacode FLcounty Martincode FL 085zip code 33497

3. Classification

Ownership of Property

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property

- ☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

Contributing

1

Noncontributing

 buildings
 sites
 structures
 objects
 Total

Name of related multiple property listing:

n/aNumber of contributing resources previously
listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this
☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the
National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of certifying official

Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- ☐ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National
Register. ☐ See continuation sheet.
☐ determined not eligible for the
National Register.
☐ removed from the National Register.
☐ other, (explain:)

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

COMMERCE/TRADE/department store

Current Functions (enter categories from instructions)

COMMERCE/TRADE/department store**7. Description**

Architectural Classification

(enter categories from instructions)

OTHEF: Vernacular Frame Storefront

Materials (enter categories from instructions)

foundation CONCRETE BLOCK PIERSwalls WOOD: Weatherboardroof METAL: Tin

other

Describe present and historic physical appearance.

The Geo. Parks Store was built in the typical late nineteenth century frame vernacular style with a false front nearly camouflaging the front-gabled roof. The two-story weatherboard building retains many of the original windows (the front lower-story windows are single-pane picture windows now) and a tin roof. The original building was used as a general store with living quarters for the owner on the second floor. A one-room addition on the south provided a porch for the second floor and a storage area for the first floor. The addition survives today and is used for poultry. The porch area has been closed in. A recent addition on the north first story is of galvanized, painted tin. Although the addition is easily seen, it does not detract too severely from the basic structure. Two lean-to additions of tin construction are attached at the rear (east facade) of the building. The modest store building remains a significant architectural feature in the downtown area, reminiscent of the earlier days when the downtown was further north than the present. Although the building has had some additions, they do not detract from the original store front, the primary feature of the building. The building is located between the river and the railroad tracks, the primary transportation corridors at the time of construction.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☐ statewide ☒ locally

Applicable National Register Criteria ☒ A ☒ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

COMMERCE

ARCHITECTURE

Period of Significance

1905

Significant Dates

Cultural Affiliation

Significant Person

Architect/Builder

GEORGE W. PARKS

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The George W. Parks Store is significant in the Stuart area as one of the last remaining commercial buildings from the earliest building period in Stuart. Although the Kitching store was built earlier, it is no longer extant. Later commercial buildings remain in Stuart, but the Parks Store is the last reminder of the earlier commercial period in Stuart in the original commercial area.

The area which is now Stuart was first settled by the Bessey family in 1880. In 1883, Walter Kitching moved to the area and established a mercantile business on a boat that went up and down the Indian River. By 1892, the community had been named Potsdam and residents had built a schoolhouse. In 1896 the Florida East Coast Railway came through Potsdam, after Walter Kitching had deeded land and offered financial incentive to Henry Flagler, and the community was renamed Stuart. That same year Walter Kitching built the first general store between the railroad and the river, the two primary transportation corridors.

By 1905, Stuart had grown into a small community with an annual fair, churches, and a drug store. In the latter part of that year, George W. Parks built the George W. Parks Sr., Grocery and General Merchandise Store. The store carried a variety of items, and perhaps more importantly, sold oil from a no longer extant shed near the river at the back of the property. Eventually Gulf Refining Company Company products were sold. The Parks family lived in an apartment on the second floor of the store.

The George W. Parks Store remains a significant landmark in Stuart as one of the last remaining early commercial buildings in the community.

A LITTLE MORE BID ON PARKS

ARCHITECTURE

9. Major Bibliographical References

Hutchinson, Janet. History of Martin County. Hutchinson Island, Florida:
Gilbert's Bar Press, 1975.

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67)
has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings
Survey # _____
- ☐ recorded by Historic American Engineering
Record # _____

☐ See continuation sheet

Primary location of additional data:

- ☐ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Specify repository: _____

10. Geographical Data

Acreage of property 1.11

UTM References

A

Zone	Easting	Northing

C

Zone	Easting	Northing

B

Zone	Easting	Northing

D

Zone	Easting	Northing

☐ See continuation sheet

Verbal Boundary Description

05-38-41-003-000-00120-7-0000

The nominated property is located in the City of Stuart in
Danforth's Revised Subdivision, Lot 12 & SELY 4' of Lot 13.

☐ See continuation sheet

Boundary Justification

This is the city lot the property is located on and has been for 82 years.

☐ See continuation sheet

11. Form Prepared By

name/title Melissa Wiedenfeld, Historic Preservation Planner

organization Florida Department of Transportation date April 17, 1987

street & number 605 Suwannee Street telephone 904-487-1435

city or town Tallahassee state Florida zip code 32399

FLORIDA MASTER SITE FILE

Site Inventory Form

FDAHRM	802 = =
	1009 = =

George W. Parks Store/
Site Name Stuart Feed Supply 830 = = Site No. 8MT46 820 = =
Address of Site: 101 S. Flagler Ave. Survey Date 8612 905 = =
Instruction for locating _____

Location:	Danforth's Revised	1	12	868 ==
	subdivision name	block no.	lot no.	

County: Martin 808 = =

Owner of Site: Name: Stuart Feed and Supply Inc. ;

Address: 101 S. Flagler Ave.
Stuart, FL 902 = =

Type of Ownership	Corporate	848 = =	Recording Date	8703	832 = =
-------------------	-----------	---------	----------------	------	---------

Recorder: _____

Name & Title: Melissa Wiedenfeld ;

Address: Florida Department of Transportation

Tallahassee, FL	32399	818 = =
-----------------	-------	---------

Condition of Site: Integrity of Site: Original Use Commercial 838 = =

Check One		Check One or More		Present Use	Commercial	850 =
<input type="checkbox"/>	Excellent	863 =	<input checked="" type="checkbox"/>	Altered		858 =
<input checked="" type="checkbox"/>	Good	863 =	<input type="checkbox"/>	Unaltered		858 =
<input type="checkbox"/>	Fair	863 =	<input type="checkbox"/>	Original Site		858 =
<input type="checkbox"/>	Deteriorated	863 =	<input type="checkbox"/>	Restored () (Date: X)		858 =
			<input type="checkbox"/>	Moved () (Date: X)		858 =

Dates: Beginning	1905	844 =
Culture/Phase	American	840 =
Period	20th Century	845 =

NR Classification Category: Building 916 = =

Threats to Site:

Check One or More

<input type="checkbox"/> Zoning (X)	X) 878 = =	<input checked="" type="checkbox"/> Transportation (X)	X) 878 = =
<input checked="" type="checkbox"/> Development (X)	X) 878 = =	<input type="checkbox"/> Fill (X)	X) 878 = =
<input type="checkbox"/> Deterioration (X)	X) 878 = =	<input type="checkbox"/> Dredge (X)	X) 878 = =
<input type="checkbox"/> Borrowing (X)	X) 878 = =		
<input type="checkbox"/> Other (See Remarks Below):		878 = =	

Areas of Significance: _____ 910 = =

Significance: Originally built as the George W. Parks General Merchandise Store in 1901 it remains today as a prominent Stuart landmark. The Benjamin Park family came to Stuart in 1881 from North Carolina and established a pineapple farm. George W. Parks was one of the nine Park children.

George Parks lived with his wife (Julia Taylor) above the feed store where their two childred were born.

Located directly across from the Railroad tracks and the St. Lucie River (near the former location of the depot), the Feed Store was an important part of the original community of Stuart. Although there are several buildings from later periods, the Feed Store is the only commercial building in Stuart remaining from the turn of the century; few frame commercial buildings remain on the SE coast from that period.

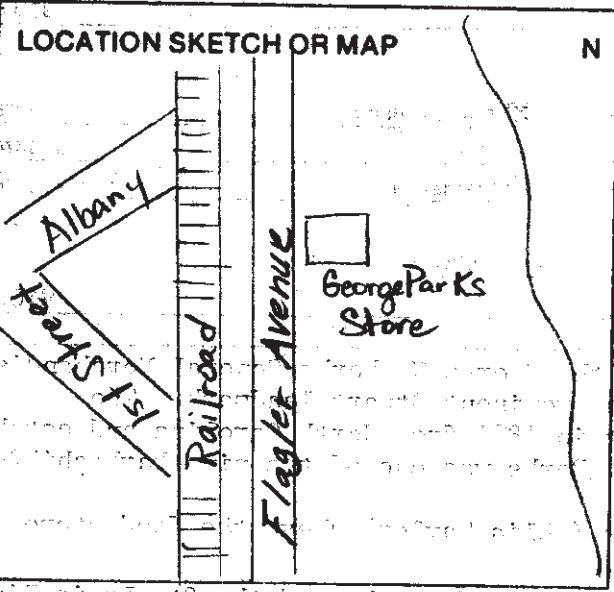
911 = =

ARCHITECT _____ 872 ==
 BUILDER _____ 874 ==
 STYLE AND/OR PERIOD Frame vernacular 964 ==
 PLAN TYPE Irregular; Irregular 966 ==
 EXTERIOR FABRIC(S) Weatherboard 854 ==
 STRUCTURAL SYSTEM(S) Frame 856 ==
 PORCHES W 3 bay, Main entrance through Middle Bay 1 story

FOUNDATION: Concrete Block Piers 942 ==
 ROOF TYPE: Gable 942 ==
 SECONDARY ROOF STRUCTURE(S): SHED 942 ==
 CHIMNEY LOCATION: _____ 942 ==
 WINDOW TYPE: DHS 2/2; 2 front picture windows 942 ==
 CHIMNEY: Stovepipe 882 ==
 ROOF SURFACING: Tin 882 ==
 ORNAMENT EXTERIOR: Weatherboard (corner boards), tin 882 ==
 NO. OF CHIMNEYS 952 == NO. OF STORIES 950 ==
 NO. OF DORMERS _____ 954 ==

Map Reference (incl. scale & date) Palm City 1948 (PR 1970) 809 ==

Latitude and Longitude: _____ 800 ==
 Site Size (Approx. Acreage of Property): LT1 833 ==



Township	Range	Section
38S	41 E	5

UTM Coordinates: _____ 812 ==
 Zone _____ Easting _____ Northing _____ 890 ==

Photographic Records Numbers _____ 860 ==

Contact Print _____

☐ Original
☒ Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site #8 MT84
 Field Date 05 / 07 / 2010
 Form Date 05 / 26 / 2010
 Recorder # _____

Site Name(s) (address if none) The Feroe Building (originally recorded w/ typo as Fern Bldg) Multiple Listing (DHR only) _____
 Survey Project Name FEC Amtrak Passenger Rail Survey # (DHR only) 19159
 National Register Category (please check one) ☒ building ☐ structure ☐ district ☐ site ☐ object
 Ownership: ☐ private-profit ☐ private-nonprofit ☒ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Address (include N,S,E,W; #; St., Ave., etc.) 73 W Flagler Avenue
 Cross Streets (nearest / between) SW Flagler Ave & S Colorado Ave
 USGS 7.5' Map Name & Date Palm City, Fla. 1948 (PR1983) Plat or Other Map _____
 City / Town (within 3 miles) Stuart In City Limits? ☒ yes ☐ no ☐ unknown County Martin
 Township 38 S Range 41 E Section 5 ¼ section: ☐ NW ☐ SW ☐ SE ☒ NE ☐ irregular-name: _____
 Tax Parcel # 05-38-41-004-000-00221-2 Landgrant _____
 Subdivision Name Feroe Block 0 Lot 22
 UTM: Zone ☐ 16 ☒ 17 Easting 573803 Northing 3008758
 Other Coordinates: X: _____ Y: _____ Coordinate System & Datum UTM NAD 83
 Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1913 ☐ approximately ☐ year listed or earlier ☐ year listed or later
 Original Use* Commercial From (year): 1913 To (year): _____
 Current Use* Commercial From (year): _____ To (year): present
 Other Use* _____ From (year): _____ To (year): _____
 Moves: ☐ yes ☒ no ☐ unknown Dates _____ Original address (if moved) _____
 Alterations: ☒ yes ☐ no ☐ unknown Dates unknown Nature* Replacement sash/door/alterd fenestration
 Additions: ☐ yes ☐ no ☒ unknown Dates _____ Nature* _____
 Architect (last name first): _____ Builder (last name first): Matthews, Sam
 Ownership History (especially original owner, dates, profession, etc.) Henry C. Feroe had the building constructed as the Stuart Drug Store and Post Office (1913-?); F. Larry Russell Association (1980-2002); Larry M. Stewart (2002-present).

Is the Resource Affected by a Local Preservation Ordinance? ☐ yes ☐ no ☒ unknown Describe _____

DESCRIPTION

Style* Masonry Vernacular Exterior Plan* Rectangular Number of Stories 2
 Exterior Fabric(s)* Reinforced concrete block
 Roof Type(s)* Flat Roof Material(s)* Built-up
 Roof secondary strucs. (dormers etc.)* _____
 Windows (types, materials, etc.)* Fixed sash/DHS/glass block

Distinguishing Architectural Features (exterior or interior ornaments) Two story rectangular block, RCB walls, cast iron storefront, altered display windows, concrete sills and lintels, dentiled cornice and flat roof.

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) _____

* Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date ____/____/____	SHPO - Appears to meet criteria for NR listing: <input checked="" type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date	<u>10 / 1 / 2010</u>	Init.	<u>DKR</u>
<input type="checkbox"/> Owner Objection	KEEPER - Determined eligible: <input checked="" type="checkbox"/> yes <input type="checkbox"/> no	Date	____/____/____		
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin</i> 15, p. 2)				

DESCRIPTION (continued)

Chimney: No. 0 Material(s) * _____

Structural System(s) * Masonry: concrete block _____

Foundation: Type(s) * continuous _____ Material(s) * concrete block _____

Main Entrance (stylistic details) Single leaf entry doors to storefronts

Porch Descriptions (types, locations, roof types, etc.) _____

Condition (overall resource condition): ☐ excellent ☒ good ☐ fair ☐ deteriorated ☐ ruinousNarrative Description of Resource A compromised example of a Masonry Vernacular commercial dwelling. The building maintains many of its historic features, however the fenestration has been heavily altered, detracting from its historic integrity.Archaeological Remains _____ ☐ Check if Archaeological Form Completed* Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

RESEARCH METHODS (check all that apply)

- | | | | |
|--|---|---|--|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input type="checkbox"/> city directory | <input type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input checked="" type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input type="checkbox"/> other methods (describe) _____ | | | |

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) _____

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually?

☒ yes ☐ no ☐ insufficient information

Appears to meet the criteria for National Register listing as part of a district?

☒ yes ☐ no ☐ insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This building was originally recorded in 1991 and recommended as potentially eligible for listing on the NRHP. It was never evaluated by the SHPO. This survey recommends it as potentially eligible for listing on the NRHP as it is a good example of a Masonry Vernacular commercial structure which dates to the early expansion period of the City of Stuart, served as its post office and drug store, and was built by Henry C. Feroe, who platted out a portion of the downtown development for Stuart.

Area(s) of Historical Significance (see *National Register Bulletin* 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)Architecture, Community Planning and Development, Commerce

DOCUMENTATION

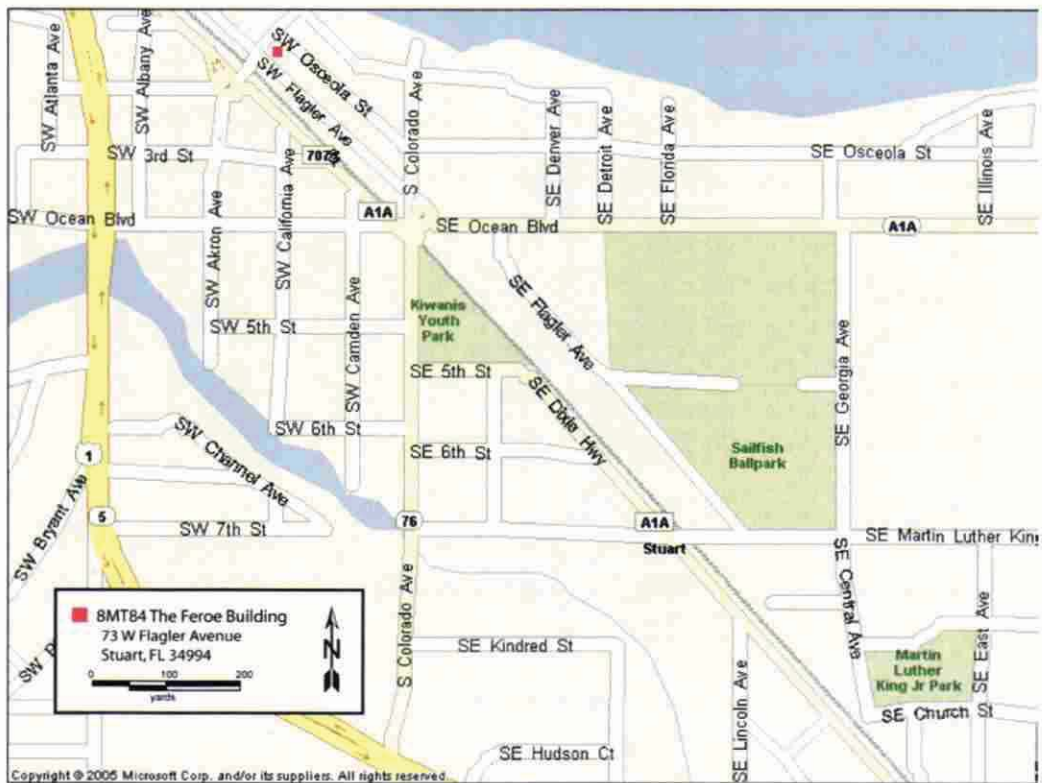
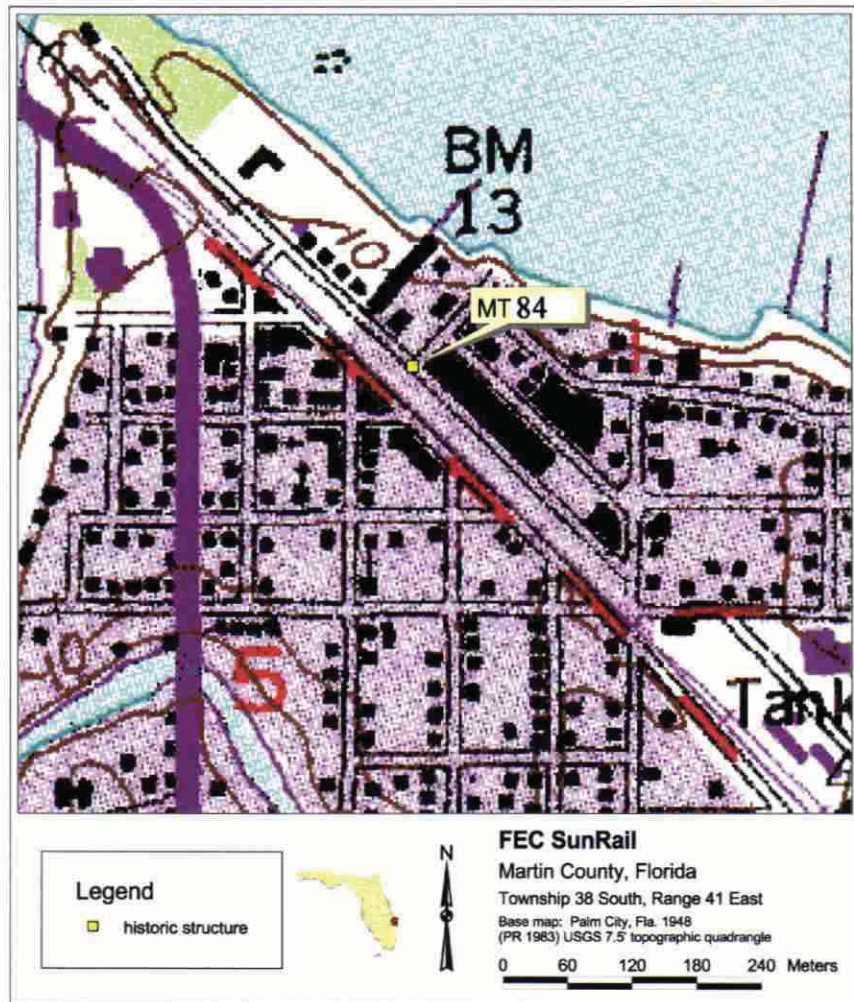
Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible: For each separately maintained collection, describe (1) document type(s),* (2) maintaining organization,* (3) file or accession nos., and (4) descriptive information. _____

Photos field maps and notes will be kept on file at Panamerican Consultants, Inc. Tampa under accession number 30003.

RECORDER INFORMATION

Recorder Name Kelly Mahar, M.H.P.Recorder Contact Information (address / phone / fax / e-mail) 2390 Clinton St. Buffalo, NY (716) 821-1650Recorder Affiliation Panamerican Consultants, Inc.

Use a Supplement for Site Forms or other continuation





Photograph 1: North façade, facing south. (PCI May 2010).



Photograph 2: Detail of building name/date, facing south (PCI May 2010).

Required Attachments

- ① USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
- ③ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

NR Ltr 11-12-93

M+86

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Lyric Theatre

other names/site number Site # 8MT00086 385/41E/5 Palm City Road

2. Location

street & number 59 S.W. Flagler Ave. n/ ☒ not for publication

city or town Stuart n/ ☐ vicinity

state Florida code FL county Martin code 085 zip code 34994

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination
☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of
Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property
☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant
☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Suzanne P. Walker / Deputy SHPO 10/6/93
Signature of certifying official/Title Date

Florida Division of Historical Resources, Bureau of Historic Preservation
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

☐ entered in the National Register.
☐ See continuation sheet.

☐ determined eligible for the
National Register
☐ See continuation sheet.

☐ determined not eligible for the
National Register.

☐ removed from the National
Register.

☐ other, (explain): _____

Signature of the Keeper

Date of Action

Lyric Theatre
Name of Property

Martin Co., Fl.
County and State

Mt 86

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property
(Check only one box)

- ☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Recreation and Culture/theater

Current Functions
(Enter categories from instructions)

Recreation and Culture/theater

7. Description

Architectural Classification
(Enter categories from instructions)

LATE 19th & 20th CENTURY REVIVALS/

Beaux Arts

Mediterranean Revival

Materials
(Enter categories from instructions)

foundation concrete

walls stucco

roof asphalt

other wood

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

6. Function or Use

Historic Functions (enter categories from instructions)

Movie theater

retail

office

Current Functions (enter categories from instructions)

Performing arts theater

7. Description

Architectural Classification

(enter categories from instructions)

Mediterranean Eclectic

Materials (enter categories from instructions)

foundation

walls concrete frame with hollow clay tile

roof built-up roof

other

Describe present and historic physical appearance.

SEE CONTINUATION SHEET

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 1

LYRIC THEATRE
STUART, MARTIN CO., FL.

The Lyric Theatre, 59 S.W. Flagler Avenue, Stuart, Florida, was built in 1926. The design of the building incorporates elements of both the Mediterranean Revival and Beaux Arts styles. The rectangular building has a flat, composition roof and a concrete foundation. Structurally the building features a concrete column and beam system, cast on site, supporting concrete slab floors. The exterior walls of interlocking hollow clay tiles are surfaced with stucco.

SETTING

The Lyric Theatre is one of the largest buildings in the downtown commercial area of Stuart, Florida. The theatre runs the width of the block, so it has primary facades 95 feet in length, facing southwest onto Flagler Avenue and northeast onto Osceola Avenue. These two facades are joined by a lobby running through the building, which is 72 feet deep. The other two elevations abut adjacent commercial buildings. Commercial buildings are located to the northeast of this building, on the opposite side of Osceola Avenue. Across Flagler Avenue, to the southwest, are the Florida East Coast Railroad tracks and the South Dixie Highway, a major thoroughfare through Stuart.

At the time of its construction the theatre was within walking distance of the railroad station, post office, city hall, fire department and numerous businesses. By the 1970s the downtown area of Stuart was in decline. However, organizations such as Stuart Mainstreet have been successfully working, since the 1980s, to bring about downtown revitalization. Today the area is again booming with newly rehabilitated buildings and extensive streetscape improvements. Currently 400 people are employed downtown in 94 shops and offices.

DESCRIPTION

Southwest Facade

The southwest facade of the Lyric Theatre, fronting onto Flagler Avenue, has a three-part division which corresponds to the three-part arrangement of the interior (photo 1). At each end of this elevation is a bay terminating in a decorated

Mt 86

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 2LYRIC THEATRE
STUART, MARTIN CO., FL.

parapet. A shed roof with composition shingles extends between these end bays. This roof section was originally surfaced with clay barrel tiles. Altered storefronts are at the first floor level of each end bay. Above these storefront areas are large blind arches enframing windows set in decorative surrounds consisting of engaged spiral columns supporting a scrolled pediment (photo 2). Above and appearing to rest on the pediment is a relief sculpture of a bowl of fruit supported by a pedestal (photo 3). Originally these decorative surrounds contained metal sash casement windows. They are now either removed, painted or covered with metal louvers, probably to darken the auditorium. The spandrel areas above the blind arches have a low relief tracery pattern. The parapets above the blind arches originally had a low relief molding simulating a balustrade extending between two end pillars with decorative caps. The original elements were probably destroyed in the 1928 hurricane which did extensive damage to the roof of the theatre. The original parapets have been replaced with stuccoed panels and some of the pillars and caps are missing.

The center portion of the facade originally contained the arcade entrance, two storefronts and a secondary entrance. The recessed arcade opening originally had a projecting metal marquee with the word "Lyric" in recessed letters on the front and sides. This lettering was later modernized. Presently, the arcade opening is closed off with doors to create a lobby. The marquees currently in place over each entrance are replacements based on photographs of the original.

On the upper level, above the storefronts, are two symmetrically positioned decorative window surrounds placed within recessed blind arch panels (photo 4). Plain pilasters support a decorated, scrolled pediment like that of the end bays. A balconet is at the base. Its balustrade is terminated at each end by a pillar supporting an urn (photo 5). Decorative concrete brackets support the balconet.

Northeast Facade

The northeast facade, fronting onto Osceola Avenue, is virtually identical to the west facade (photo 6).

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National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 3

LYRIC THEATRE
STUART, MARTIN CO., FL.

Interior

The interior of the Lyric Theatre is divided into three major sections. The large central section contains the auditorium. North of the auditorium are a stage and stage support spaces; south of the auditorium are a lobby and lobby bar.

In the auditorium the original proscenium opening still exists in front of the stage (photo 7). Significant features of this space are two small balcony-like structures to the front of and on each side of the stage (photo 8). These impart the feeling of a courtyard to the auditorium space. The auditorium and lobby walls and ceiling are of stucco. The auditorium also retains the original ceiling coves with updated lighting fixtures. Some of the original seating exists (photo 9), although the original 900 seats have been reduced to 600. The stage apron appears to have been added at a later date. The auditorium retains the original balcony (photo 10), which is accessed through four sets of stairs (photo 11).

The lobby (photo 12) was originally an open air arcade that ran street-to-street through the building. A ticket window and concession area were in the arcade adjacent to the foyer entry. One wall of the arcade was lined with wall display cases for movie posters. One of these cases is still in place, outside one of the lobby entrances.

A retail space was originally adjacent to the arcade. A drug store, with an eleven foot long soda fountain, occupied this space. The panels that separated it from the arcade have been removed, leaving the structural columns and beam in place. The space is now used as a lobby bar (photo 13). At each end of this space is a second story mezzanine. The mezzanine areas were originally accessed by cast iron spiral stairs, only one of which still remains.

Six small retail and office spaces originally flanked the auditorium, facing the streets. These are presently used as support spaces for the theatre.

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**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 4

LYRIC THEATRE
STUART, MARTIN CO., FL.

ALTERATIONS

The retail spaces flanking the auditorium have been substantially altered but retain their original shape and location. They have new wall and ceiling finishes and new lighting fixtures. The display windows of the storefronts have been replaced with awning windows, modern doors, and fixed glass panels.

In the lobby bar, the original tile floor has been covered by a wood platform. The drug store soda fountain is no longer extant and has been replaced by a Victorian-style bar and mirror.

The stage originally had a pair of stage curtains, a projection screen and curtain, and a Morton pipe organ. When movies with sound became common, a sound system and felt acoustical panels were added to the auditorium. None of the original projection equipment, curtains or organ remain. The curtains were ruined in the 1928 hurricane.

Lyric Theatre

Name of Property

Martin Co., Fl.

County and State

M+86

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Architecture

Entertainment/Recreation

Period of Significance

1926-1943

Significant Dates

1926

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Arch: John Sherwood, Mark Casto

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey

- ☐ recorded by Historic American Engineering
Record # _____

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 1

LYRIC THEATRE
STUART, MARTIN CO., FL.

SUMMARY

The Lyric Theatre in Stuart, Florida, is significant at the local level under Criteria A and C in the areas of architecture and entertainment/recreation. The theatre represents the romantic and grandiose aspirations of Florida's 1920s building boom and the sense of grand fantasy that movie theatres all over the United States expressed during the heyday of Hollywood filmmaking. The entertainment offered by the Lyric Theatre had a special meaning to the citizens of Stuart, a town with limited recreational outlets. It was responsible for bringing new customers and new businesses to the growing community. The theatre was built and initially managed by John Hancock, a prominent local businessman involved in many facets of boosting the local economy, who had the building constructed. The theatre incorporates both Mediterranean Revival and Beaux Arts design elements and reflects state and national trends in architecture.

HISTORICAL CONTEXT

Stuart is located on the banks of the St. Lucie River, approximately 40 miles north of West Palm Beach. Settlement in the area began during the 1880s, but significant development did not occur until the Florida East Coast Railway reached the area in 1892. The original plat for the town of Stuart, then known as Potsdam, was drawn in 1897. Stuart was originally in the St. Lucie precinct of Dade County, but as the east coast of Florida developed, Palm Beach County was created in 1909 and Stuart found itself in the new county. Stuart was in the heart of Florida's pineapple belt. With the improved transportation provided by the railroad, Stuart developed into an important rail and river shipping port.

With the creation of Palm Beach County in 1909, the most populous area with the greatest number of voters was West Palm Beach. Consequently, the citizens of the less populated northern segment of the county, around Stuart, found themselves being heavily taxed for improvements to the southern portion of the county. With only one commissioner to represent them, the northern inhabitants of the county felt out-voted and out-manuevered. The unjustness of the situation came to a head in 1925 when the Palm Beach County Board announced a \$6,000,000 road

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National Park Service

**National Register of Historic Places
Continuation Sheet**

LYRIC THEATRE
STUART, MARTIN CO., FL.

Section number 8 Page 2

bond issue with less than \$250,000 to be spent in the Stuart area. Outraged citizens quickly set up a committee to work for formation of a new county. A bill was introduced and passed by the Florida State Legislature and in May of 1925, Martin County was created out of parts of St. Lucie and Palm Beach counties. Stuart was named the county seat.

Stuart's most intensive period of development occurred during the early 1920s. This is reflected in the expansion of Stuart's population from 457 in 1910, to 778 in 1920, and to 2,000 by 1930. Stuart's initial spurt of growth occurred in the early teens and resulted in the platting of the Feroe Subdivision within which the theatre would later be built.

The second boom occurred during the state-wide economic boom which began in 1921 and ended in 1925. In Stuart, as throughout the state, bold investment was encouraged, sometimes to the point of overbuilding. Construction of the theatre began in 1925, just as the boom was beginning to fade. Large buildings, such as the France Apartments, were still being built in the town as late as 1927, so presumably, some developers were either unaware of the coming financial collapse or uninhibited by its prospects. The severe hurricane that struck Stuart and Florida in 1928 coincided with the ending of economic good times. Pineapple production ceased in 1929 because of increased competition from Cuba and because of a nematode infestation. The Great Depression resulted in half of the residents of Stuart being on relief by 1933. The Stuart Bank and Trust Company and the Stuart Farmers Bank both failed. Stuart's growth following the Depression was slow. By 1940 the population was only 2,438.

Most small towns in the United States had a movie theatre by the 1920s. The great Hollywood studios were popularizing films and studio films were widely available for leasing. In Martin County, plans were prepared for "Picture City," a film studio and subdivision to go in the southern portion of the county. In Stuart, two theatres had been managed by the Hancock family prior to construction of the Lyric Theatre and they had provided popular entertainment for the small town. The townspeople enjoyed not only films, but stage performances (sometimes featuring local persons) and concerts. The town had several bandstands, a local band, and several musical organizations, a testimony to the interest the community had in creating a

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LYRIC THEATRE
STUART, MARTIN CO., FL.

cultural scene. The addition of the new theatre, with a substantially larger seating capacity than earlier theatres, must have been perceived as an exciting continuation of the budding local interest in the performing arts.

The \$100,000 theatre opened in March of 1926 with an overture on the new \$15,000 organ played by Mrs. Hancock, dedicatory remarks by the president of the Civitan Club, and a performance of Scotch songs between the two feature films. The opening of the theatre boosted the local commerce. During the 1920s and 1930s it was common for workers to come into town on Saturday to shop, buy groceries, and take in a movie. The retail spaces located in the theatre building, such as the drug store with its soda fountain, were also popular. The presence of the theatre also presented some educational value to the community through the theatre's pledge to show movies with educational value and through the offering of performing arts.

The primary significance the theatre had for Stuart, however, was the recreational use it offered. The theatre was thought of as "the place to go" for entertainment. It offered two nightly shows of a main feature and short subject. The small town offered little else in the way of affordable entertainment that the whole family could enjoy. By the 1930s blacks were permitted segregated seating in the balcony, thereby extending community access to the entertainment.

The hurricane of 1928 badly damaged the Lyric Theatre and its owners began to feel the pressure of the local economic downturn. However, the Lyric Theatre was aided during the early 1930s by the coming of movies with sound, "talkies." The popularity of the "Jazz Singer" in 1928 created an interest in talkies and the Lyric adapted its projection equipment to take advantage of the new technology. Prior to the Lyric's showing of movies with sound, Martin County residents would drive to neighboring Fort Pierce to see "talkies."

The Great Depression took its toll on the Hancock Family. They were forced to sell the theatre to the bank holding the mortgage in 1936. For the next three decade, the theatre was owned by a succession of corporations who continued its used as a movie theatre. Following World War II and with the advent of television, the movie theatre business declined nationally.

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Continuation Sheet**

Section number 8 Page 4

LYRIC THEATRE
STUART, MARTIN CO., FL.

Theatres, such as the Lyric, continued to remain in business by doing things such as capitalizing on the baby boom with Saturday matinees.

The Lyric's most memorable moment may have been in 1941 when Katherine Hepburn recited "The Harp Weavers," by Edna St. Vincent Millay, as part of the annual Kiwanis Minstrel show. Hepburn had just finished filming "The Philadelphia Story" and was vacationing in a cottage on Jupiter Island near Stuart. Because the cottage had no phone, a local resident, Vee Chambers, delivered messages to Hepburn and became acquainted with her. At Chamber's request, Hepburn agreed to appear in the Minstrel Show and had a special gown flown in to wear for her performance. The audience was reportedly spellbound by her voice.

In Stuart, as in many towns during the 1960s and 1970s, downtown theatres began to lose their audiences to multi-screen theatres in shopping centers and malls. Unable to compete economically with these new venues, the Lyric, like many of its counterparts, was converted to a performing arts auditorium and later to a church. The Lyric is currently being returned to function as a performing arts theatre.

HANCOCK FAMILY

The Lyric Theatre was constructed by John C. "Judge" Hancock. An Illinois native, Hancock lived in Jacksonville before moving to Stuart. Hancock operated at least two theatres in Jacksonville, the Lyric and the Lyceum. He moved to Stuart in 1902 with his wife and son and was appointed justice of the peace, thus earning the nickname "Judge." Hancock also raised pineapples and ran an insurance agency and a camera shop. One of Stuart's foremost boosters, he was an active member of the Stuart Board of Trade, a forerunner to the present Chamber of Commerce, and worked to bring about the first bridge across the St. Lucie River.

When his pineapple business slumped in 1913, Hancock turned to his former occupation and built Stuart's first theatre. The present Lyric is the third location of his theatre. He managed the theatre until 1930 when his son, Fred, took over management.

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**National Register of Historic Places
Continuation Sheet**

LYRIC THEATRE
STUART, MARTIN CO., FL.

Section number 8 Page 5

Mrs. Hancock was the organist and ticket seller for her husband's theatres. She had studied music in college and continued this interest in Stuart where she gave music lessons and recitals, played organ for the local Episcopal church, belonged to Stuart's Mozart Club, and helped found the Florida Federation of Music Clubs. The Hancocks sold the theatre in 1936.

ARCHITECTURAL SIGNIFICANCE

At the time of its construction, the Lyric Theatre was one of the largest structures in Martin County. It was designed by architect John N. Sherwood and his associate, Mark J. Casto. Sherwood maintained an office in Miami from 1922 to 1927. The Fort Pierce city directory of 1927-28 lists him as an architect and resident in that city and indicates that his principle office was in Fort Pierce, with offices in Miami and Stuart as well. Sherwood has been identified as the architect of several apartment buildings in Stuart, the 1924 Fort Pierce High School, and the Sunrise Theatre in Fort Pierce.

The Lyric Theatre is a good example of the grand type of 1920s movie theatre adapted to a small town. Moviegoing was an established part of American life by the mid-1920s and architects developed a unique building type to fill rather unique needs. Many early theatres were constructed with the capacity to present both live vaudevillian entertainment and films. Thus, dressing rooms and backstage equipment space were necessary. The architect also had to consider ways of attracting attention and catching the eye of the potential patron, such as lighted marquees. In addition to comfortable seating, abundant lobby space, and adequate circulation patterns, the architect also sought to impress the theatre visitor with fashionable settings and with a decor that added to the illusionism and fantasy that took place on the screen. The feeling of escape from the everyday world that the films provided was conditioned in large measure by the environment in which they were shown.

The Lyric Theatre, with its large size and attention getting facade, was and remains a key feature in the Stuart downtown area. It is expressive of the romantic allusions of South Florida boom time architecture with its references to Mediterranean courtyards by its balconets and stage balconies.

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LYRIC THEATRE
STUART, MARTIN CO., FL.

It succeeds in capturing the spirit of its place and time. The use of restrained Beaux Arts classical decoration on the facade adds a richness and grandeur to the building. Locating the Lyric in the heart of the downtown as they did, the Hancock family, longtime boosters of their community, created a magnet attraction for the downtown that brought greater crowds of shoppers to the neighboring small businesses. The original floor plan featured retail storefronts along the street edges of the building, encouraging pedestrian activity and providing additional revenue for the owners. The accepted urban design principles of today are all found in the Lyric Theatre: enhancing urban space, encouraging pedestrian activity, and strategically locating magnet facilities.

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LYRIC THEATRE
STUART, MARTIN CO., FL.

Section number 9 Page 1

Interviews (by Donald E. Armstrong, Jr.):

Armstrong, Donald E. 13 May 1992
Armstrong, Frances E. 13 May 1992
Benson, Pat Hancock. 30 May 1992
Chambers, Mrs. T.R. 14 August 1992.
Morrison, Anita Parks. 3 June 1988.

Other Sources:

Chelsea Title and Guaranty Company. Abstract of Title No. 11016.
Hancock, Mrs. C. F., letter to Mrs. Larry B. Holder, n.d.
Hatton, Hap. Tropical Splendor. New York: Alfred A. Knopf,
1987.
Historic Properties Associates, Inc. Historic Properties Survey
of the City of Stuart. 1991.
Hutchinson, Janet. History of Martin County. Hutchinson Island,
Fl.: Martin County Historical Society, 1975.
Longstreth, Richard. Buildings of Mainstreet. Washington, D.C.:
Preservation Press, 1987.
Maddex, Diane, ed. Built in the U.S.A. Washington, D.C.:
Preservation Press, 1987.
Maltin, Leonard. Of Mice and Men. New York: Penguin Books,
1987.
Naylor, David. Great American Movie Theaters. Washington, D.C.:
Preservation Press, 1987.
Stuart City Directory, 1941.
Stuart Daily News, 15 March 1926; 16 March 1926; 16 March 1927;

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LYRIC THEATRE
STUART, MARTIN CO., FL.

Section number 9 Page 2

10 August 1928; 18 September 1928; 29 November 1930.

Stuart News, 15 January 1942; 9 November 1950.

Stuart Times, April, 1914.

Tebeau, Charlton. A History of Florida. Miami: University of
Miami Press, 1980.

Venturi, Robert. Complexity and Contradiction in Architecture.
New York: Museum of Modern Art, 1981.

Lyric Theatre
Name of Property

Martin Co., Fl.
County and State

M+86

10. Geographical Data

Acreage of Property less than 1 acre

UTM References

(Place additional UTM references on a continuation sheet.)

1

1	7
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5	7	3	8	2	0
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3	0	0	8	5	2	0
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Zone Easting Northing
2

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3

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Zone Easting Northing
4

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☐ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Donald Armstrong, Jr./Sherry Piland, Historic Sites Specialist
organization Bureau of Historic Preservation date September 1993
street & number R.A. Gray Bldg., 500 S. Bronough telephone (904) 487-2333
city or town Tallahassee state Fl. zip code 32399-0250

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name _____
street & number _____ telephone _____
city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

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LYRIC THEATRE
STUART, MARTIN CO., FL.

Section number 10 Page 1

VERBAL BOUNDARY DESCRIPTION

Southerly 45 feet of lot 22 and all of lot 23, Feroe
Subdivision, Range 41, Township 38, Section 5.

BOUNDARY JUSTIFICATION

The nominated property includes the entire parcel
historically associated with the Lyric Theatre.

☐ Original
☒ Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 MT130
 Field Date 05 / 07 / 2010
 Form Date 05 / 26 / 2010
 Recorder # _____

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) East Coast Lumber & Supply Multiple Listing (DHR only) _____
 Survey Project Name FEC Amtrak Passenger Rail Survey # (DHR only) 19159
 National Register Category (please check one) ☒ building ☐ structure ☐ district ☐ site ☐ object
 Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Address (include N,S,E,W; #, St., Ave., etc.) 416 South Flagler Avenue
South Flagler Avenue & Southeast Ocean Boulevard
 USGS 7.5' Map Name & Date Palm City, FL 1948 (PR1983) & St. Lucie Inlet, FL 1948 (PR1983) Plat or Other Map _____
 City / Town (within 3 miles) Stuart In City Limits? ☒ yes ☐ no ☐ unknown County Martin
 Township 38 S Range 41 E Section 4 1/4 section: ☐ NW ☒ SW ☐ SE ☐ NE ☐ Irregular-name: _____
 Tax Parcel # 04-38-41-000-00300-3 Landgrant _____
 Subdivision Name Lainhart & Potters Block _____ Lot _____ between lots C & I
 UTM: Zone ☐ 16 ☒ 17 Easting 0574139 Northing 3008431
 Other Coordinates: X: _____ Y: _____ Coordinate System & Datum UTM NAD 83
 Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1917 ☐ approximately ☒ year listed or earlier ☐ year listed or later
 Original Use* Commercial From (year): 1917 To (year): present
 Current Use* Commercial From (year): 1917 To (year): present
 Other Use* _____ From (year): _____ To (year): _____
 Moves: ☐ yes ☒ no ☐ unknown Dates _____ Original address (if moved) _____
 Alterations: ☐ yes ☒ no ☐ unknown Dates _____ Nature* _____
 Additions: ☐ yes ☒ no ☐ unknown Dates _____ Nature* _____
 Architect (last name first): _____ Builder (last name first): _____
 Ownership History (especially original owner, dates, profession, etc.) East Coast Lumber Co (original owners until 2005) William D. & Osteen (2005-present)
 Is the Resource Affected by a Local Preservation Ordinance? ☐ yes ☐ no ☒ unknown Describe _____

DESCRIPTION

Style* Frame Vernacular Exterior Plan* Rectangular Number of Stories 1
 Exterior Fabric(s)* Drop siding
 Roof Type(s)* Gable Roof Material(s)* corrugated metal
 Roof secondary strucs. (dormers etc.)* _____
 Windows (types, materials, etc.) none
 Distinguishing Architectural Features (exterior or interior ornaments) Located along the rail line
 Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) Lumber storage shed.

* Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date ____/____/____	SHPO - Appears to meet criteria for NR listing: <input checked="" type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date <u>10 / 1 / 2010</u>	Init. <u>Jkr</u>		
<input type="checkbox"/> Owner Objection	KEEPER - Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____			
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin</i> 15, p. 2)				

DESCRIPTION (continued)

Chimney: No. _____ Material(s) * _____
 Structural System(s) * wood, balloon frame _____
 Foundation: Type(s) * piers _____ Material(s) * brick _____
 Main Entrance (stylistic details) _____ A series of open bays that run along the southern and northern facades. _____
 Porch Descriptions (types, locations, roof types, etc.) _____ An open porch with a gable roof runs along the northern façade. _____

Condition (overall resource condition): ☐ excellent ☐ good ☒ fair ☐ deteriorated ☐ ruinous

Narrative Description of Resource A typical example of a Frame Vernacular commercial structure common throughout the state. Was constructed in 1917 by the East Coast Lumber Company, a business begun in 1902 in nearby Eau Gallie, Florida. George Paddison and family were the original owners of the East Coast Lumber Company.

Archaeological Remains _____ ☐ Check if Archaeological Form Completed

* Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

RESEARCH METHODS (check all that apply)

<input checked="" type="checkbox"/> FMSF record search (sites/surveys)	<input type="checkbox"/> library research	<input type="checkbox"/> building permits	<input type="checkbox"/> Sanborn maps
<input type="checkbox"/> FL State Archives/photo collection	<input type="checkbox"/> city directory	<input type="checkbox"/> occupant/owner interview	<input type="checkbox"/> plat maps
<input checked="" type="checkbox"/> property appraiser / tax records	<input type="checkbox"/> newspaper files	<input type="checkbox"/> neighbor interview	<input type="checkbox"/> Public Lands Survey (DEP)
<input checked="" type="checkbox"/> cultural resource survey	<input type="checkbox"/> historic photos	<input type="checkbox"/> interior inspection	<input type="checkbox"/> HABS/HAER record search
<input type="checkbox"/> other methods (describe) _____			

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) _____

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually?

☒ yes ☐ no ☐ insufficient information

Appears to meet the criteria for National Register listing as part of a district?

☐ yes ☒ no ☐ insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This structure was originally recorded in 1991 and recommended as potentially eligible for listing on the NRHP. It was never evaluated by the SHPO. This structure is being recommended as potentially eligible for the NRHP due to its association with the early commercial development of Stuart and the lumber industry of the east coast of Florida.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.) Commerce.

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible: For each separately maintained collection, describe (1) document type(s), * (2) maintaining organization, * (3) file or accession nos., and (4) descriptive information. _____

Field notes, maps, and digital photographs will be on file in the office of Panamerican Consultants, Tampa under accession number 30003.

RECORDER INFORMATION

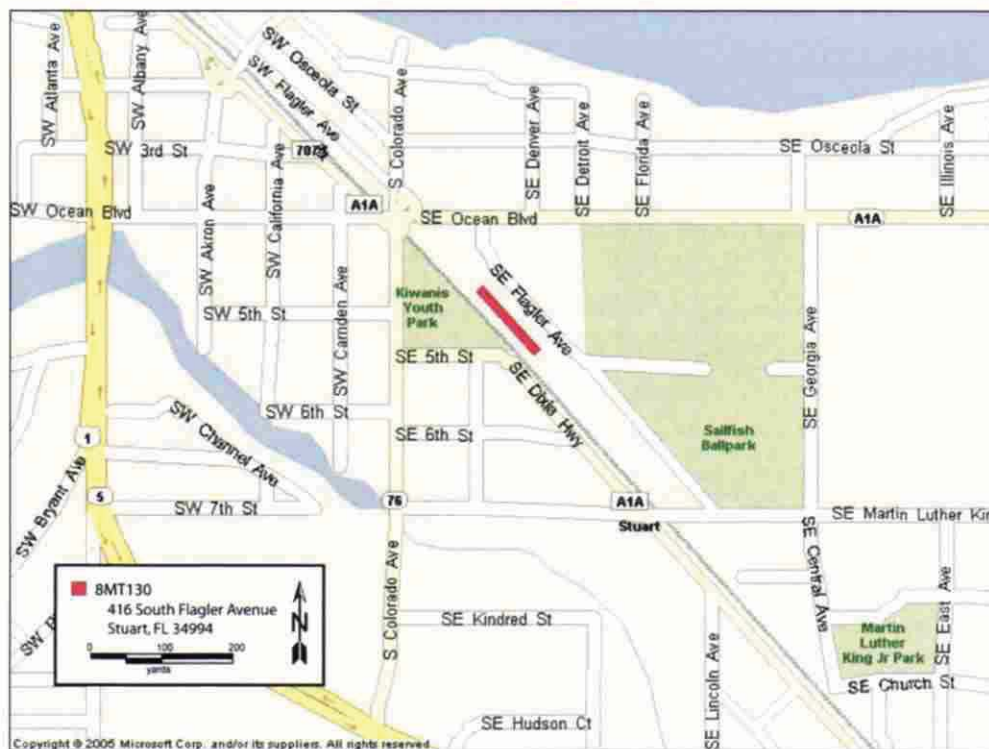
Recorder Name Kelly Mahar, M.H.P.

Recorder Contact Information (address / phone / fax / e-mail) 2390 Clinton Street, Buffalo, NY 14227-1735 / Phone: 716-821-1650 /

Fax: 716-821-1607 / kellymariamahar@hotmail.com

Recorder Affiliation Panamerican Consultants, Inc.

Use a *Supplement for Site Forms* or other continuation sheet for descriptions that do not fit in the spaces provided.





Photograph 1: North façade, facing south (PCI May 2010).



Photograph 2: West façade, facing southeast (PCI May 2010).

Required Attachments

- ❶ USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED
- ❷ LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
- ❸ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

☐ Original
☒ Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 MT131
 Field Date 05 / 07 / 2010
 Form Date 05 / 25 / 2010
 Recorder # _____

Shaded Fields represent the minimum acceptable level of documentation.
 Consult the Guide to Historical Structure Forms for detailed instructions.

Site Name(s) (address if none) Hobe Sound Cabinetry Multiple Listing (DHR only) _____
 Survey Project Name FEC Amtrak Passenger Rail Survey # (DHR only) 19159
 National Register Category (please check one) ☒ building ☐ structure ☐ district ☐ site ☐ object
 Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Address (include N,S,E,W; #; St., Ave., etc.) 500 South Dixie Highway
 Cross Streets (nearest / between) SW 5th Street & South Dixie Highway
 USGS 7.5' Map Name & Date Palm City, FL1948 (PR1983) Plat or Other Map _____
 City / Town (within 3 miles) Stuart In City Limits? ☒ yes ☐ no ☐ unknown County Martin
 Township 38 S Range 41 E Section 4 ¼ section: ☐ NW ☒ SW ☐ SE ☐ NE ☐ Irregular-name: _____
 Tax Parcel # 05-38-41-024-005-00010-5 Landgrant _____
 Subdivision Name Woodlawn Park Block 5 Lot 1 & 2
 UTM: Zone ☐ 16 ☒ 17 Easting 0574124 Northing 3008343
 Other Coordinates: X: _____ Y: _____ Coordinate System & Datum UTM NAD 83
 Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1927 ☐ approximately ☒ year listed or earlier ☐ year listed or later
 Original Use* Commercial From (year): 1927 To (year): present
 Current Use* Commercial From (year): _____ To (year): _____
 Other Use* _____ From (year): _____ To (year): _____
 Moves: ☐ yes ☒ no ☐ unknown Dates _____ Original address (if moved) _____
 Alterations: ☐ yes ☐ no ☒ unknown Dates _____ Nature* _____
 Additions: ☐ yes ☒ no ☐ unknown Dates _____ Nature* _____
 Architect (last name first): _____ Builder (last name first): _____
 Ownership History (especially original owner, dates, profession, etc.) Antonino Musso (1994-2000) Brigida Musso (2000-2003) Randmar LLC (2003-present)
 Is the Resource Affected by a Local Preservation Ordinance? ☐ yes ☐ no ☒ unknown Describe _____

DESCRIPTION

Style* Masonry Vernacular Exterior Plan* Irregular Number of Stories 1
 Exterior Fabric(s)* Stucco
 Roof Type(s)* Hip Roof Material(s)* Built-up
 Roof secondary strucs. (dormers etc.)* _____
 Windows (types, materials, etc.) metal sash and fixed commercial windows
 Distinguishing Architectural Features (exterior or interior ornaments) _____
 Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) _____

* Consult Guide to Historical Structure Forms for preferred descriptions (coded fields at the Site File).

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date ____/____/____	SHPO - Appears to meet criteria for NR listing: <input checked="" type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date <u>10 / 1 / 2010</u>	Init. <u>JKR</u>		
<input type="checkbox"/> Owner Objection	KEEPER - Determined eligible: <input checked="" type="checkbox"/> yes <input type="checkbox"/> no	Date _____			
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see National Register Bulletin 15, p. 2)				

DESCRIPTION (continued)

Chimney: No. 0 Material(s) *Structural System(s) * hollow clay tileFoundation: Type(s) * Continuous SlabMaterial(s) * Poured concreteMain Entrance (stylistic details) Commercial doors and fixed commercial windows.

Porch Descriptions (types, locations, roof types, etc.)

Condition (overall resource condition): ☐ excellent ☒ good ☐ fair ☐ deteriorated ☐ ruinous

Narrative Description of Resource A good example of a Masonry Vernacular commercial structure. Was originally constructed for use by a cabinetry manufacturing company. Employed Dade County pine (now protected) columns and locally manufactured St. Lucie River sand mortar and bricks. Steel wall stabilizers extend through the trusses to brace opposite walls. Restored in 2003 and plaque mounted in front of building.

Archaeological Remains ☐ Check if Archaeological Form Completed* Consult *Guide to Historical Structure Forms* for preferred descriptions (coded fields at the Site File).

RESEARCH METHODS (check all that apply)

☒ FMSF record search (sites/surveys)☐ library research☐ building permits☐ Sanborn maps☐ FL State Archives/photo collection☐ city directory☐ occupant/owner interview☐ plat maps☒ property appraiser / tax records☐ newspaper files☐ neighbor interview☐ Public Lands Survey (DEP)☒ cultural resource survey☐ historic photos☐ interior inspection☐ HABS/HAER record search☐ other methods (describe)Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) FMSF MS. No. 2761

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually?

☒ yes☐ no☐ insufficient information

Appears to meet the criteria for National Register listing as part of a district?

☐ yes☒ no☐ insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) This structure was originally recorded in 1991 and recommended as ineligible for listing on the NRHP. This structure was never evaluated by the SHPO. This survey recommends this structure as potentially eligible for listing on the NRHP for its association with the early commercial development Stuart and its construction techniques which employed local resources in building a structure engineered to withstand hurricane force winds.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
Architecture, Commerce

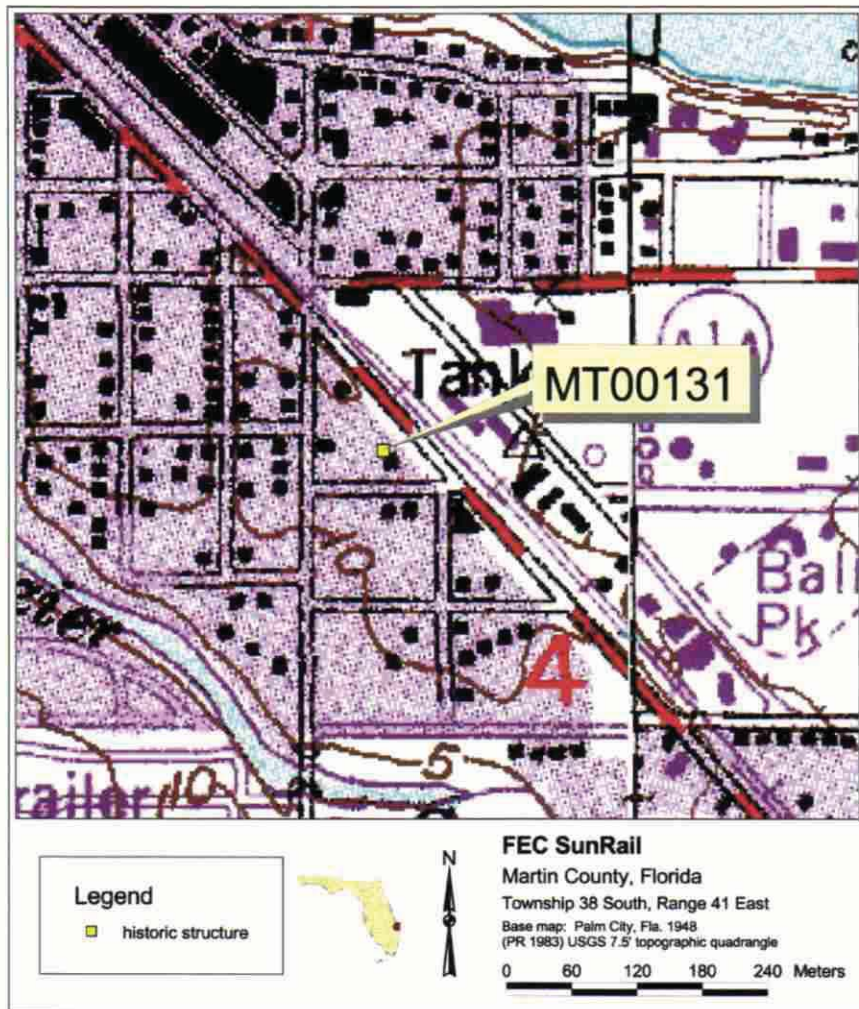
DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible: For each separately maintained collection, describe (1) document type(s), (2) maintaining organization, (3) file or accession nos., and (4) descriptive information.

Field notes, maps, and digital photographs will be on file in the office of Panamerican Consultants, Tampa under accession number 30003.

RECORDER INFORMATION

Recorder Name Kelly Mahar, M.H.P.Recorder Contact Information (address / phone / fax / e-mail) 2390 Clinton Street, Buffalo, NY 14227-1735 / Phone: 716-821-1650 /Fax: 716-821-1607 / kellymariamahar@hotmail.comRecorder Affiliation Panamerican Consultants, Inc.Use a *Supplement for Site Forms* or other continuation sheet for descriptions that do not fit in the spaces provided.

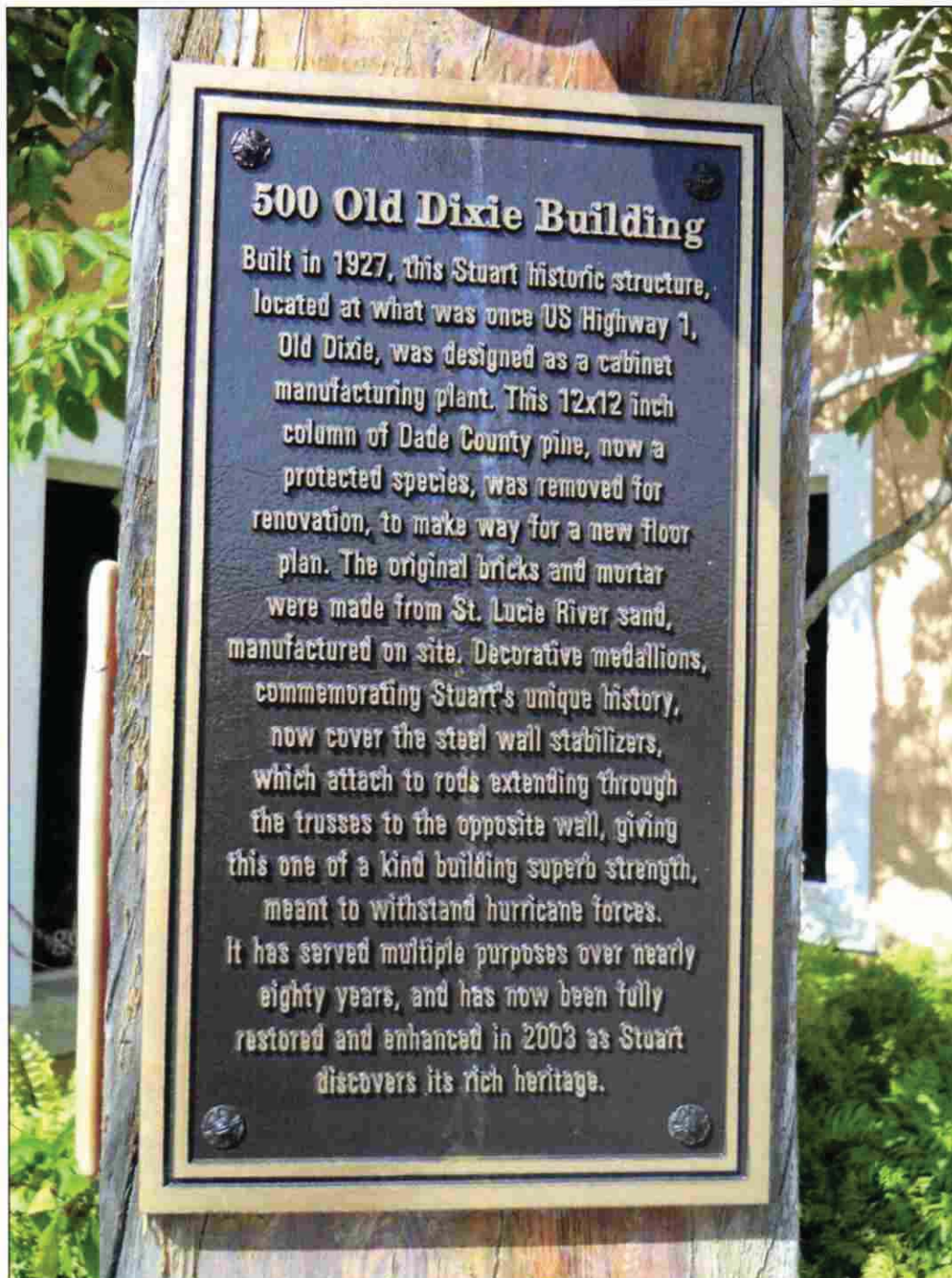




North façade, facing south (PCI May 2010).



East and north façades, facing southwest (PCI May 2010).



Plaque in front of structure (PCI May 2010).



East façade, facing west (PCI May 2010).



West façade, facing east (PCI May 2010).

Required Attachments

- ❶ USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED
- ❷ LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
- ❸ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE

If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

**SEE SITE FILE STAFF FOR
ORIGINAL PHOTO(S) OR MAP(S)**

RECORD NUMBER: 242

Page 1

X original
update

HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE

Site 8 MT 307

SITE NAME: Crary House

HISTORIC CONTEXTS: Boom Times

NAT. REGISTER CATEGORY: Building

OTHER NAMES OR MSF NOS:

COUNTY: Martin

OWNERSHIP TYPE: Private, individual

PROJECT NAME: Stuart, S+P

DHR NO. 2761

LOCATION:

ADDRESS: 311 Cardinal Way

CITY: Stuart

VICINITY OF/ROUTE TO: See attached maps

SUB: St. Lucie Estates Sec. Three BLOCK 11 LOT 5

PLAT OR OTHER MAP: Property Appraisers Map of Stuart

TOWNSHIP: 38S RANGE: 41E SECTION: 3 1/4: 1/4-1/4:

IRREGULAR SEC? y n LAND GRANT: None

USGS 7.5 MAP: St. Lucie Inlet, 1948: PR 1983

UTM: ZONE: EASTING: NORTHING:

COORDINATES: LATITUDE: D M S LONGITUDE: D M S

HISTORY

ARCHITECT:

BUILDER:

CONSTRUCTION DATE: 1925 RESTORATION DATE(S):

MODIFICATION DATE(S):

MOVE: DATE: ORIG. LOCATION:

ORIGINAL USE (S): Private residence

PRESENT USE (S): Private residence

DESCRIPTION

STYLE: Tudor Revival

PLAN: EXTERIOR: L-shaped

PLAN: INTERIOR:

NO. STORIES: 1.5 OUTBLDGS: 0 PORCHES: 0 DORMERS: 0

STRUCTURAL SYSTEM(S): Wood, balloon

EXTERIOR FABRIC(S): Stucco

FOUNDATION: TYPE: Continuous

MATERIALS: Poured concrete

INFILL:

PORCHES:

ROOF: TYPE: Gable

SURFACING: Composition shingle

SECONDARY STRUCS:

CHIMNEY: NO.: 1

MATERIALS: Brick

LOCATIONS: S: end, exterior

WINDOWS: Casement, 5 lights; 6 lights; metal awning

EXTERIOR ORNAMENT:

CONDITION: Excellent

SURROUNDINGS: Residential

NARRATIVE:

See Continuation Sheet

RECORD NO: 242

Page 2

FMSF HISTORICAL STRUCTURE FORM

Site 8 MT307

ARCHAEOLOGICAL REMAINS AT THE SITE

FMSF ARCHAEOLOGICAL FORM COMPLETED? y X n

ARTIFACTS OR OTHER REMAINS: None observed

RECORDER'S EVALUATION OF SITE

AREAS OF SIGNIFICANCE: Architecture

ELIGIBLE FOR NAT. REGISTER?	X	y	n	likely, need info	insf info
SIGNIF. AS PART OF DISTRICT?	y	X	n	likely, need info	insf info
SIGNIFICANT AT LOCAL LEVEL?	X	y	n	likely, need info	insf info

SUMMARY OF SIGNIFICANCE

Architecture

* * * * DHR USE ONLY * * * * DHR USE ONLY * * * * *

* DATE LISTED ON NR _____ *

* KEEPER DETERMINATION OF ELIG. (DATE): _YES _____ _NO _____ *

* SHPO EVALUATION OF ELIGIBILITY (DATE): _YES _____ _NO _____ *

* LOCAL DETERMINATION OF ELIG. (DATE): _YES _____ _NO _____ *

* OFFICE _____ *

* * * * DHR USE ONLY * * * * DHR USE ONLY * * * * *

RECORDER INFORMATION: NAME: Robert Bennett, Jr.

DATE: 01/01/91 AFFILIATION: Historic Property Associates, Inc.

PHOTOGRAPHS

LOCATION OF NEGATIVES: HPA, Inc., St. Augustine, FL

NEGATIVE NUMBERS: Roll 8, #19

PHOTOGRAPH

M A P

See Attachments

STATEMENT OF SIGNIFICANCE

Architectural Narrative: This one-story frame residential building is located at 311 Cardinal Way. Its Tudor styling is expressed by a cross-gable roof, half-timbering, and a recessed entrance. Fenestration consists of metal awning windows and casement windows with five lights. The exterior wall fabric is stucco. With few alterations, this building has retained most of its architectural integrity.

Architectural Context: The Tudor style first became popular in America during the first three decades of the twentieth century. It was loosely based on a combination of references to the architecture of early sixteenth century Tudor England and a variety of Medieval English prototypes ranging from thatched roof folk cottages to grand manor houses. The first American examples of the style were built in the late nineteenth century and tended to be large landmark buildings rather closely related to the English precedents. When the style was adapted to smaller residential designs, however, it lost much of its resemblance to English antecedents.

Most Tudor residences in Florida date from the 1920s when the style reached its peak in popularity throughout the country. Some of the typical features of the Tudor style include steeply pitched roofs (usually side-gabled) often with intersecting extensions; decorative half-timbering and stucco siding; tall, narrow casement windows with multi-paned glazing; and massive end, exterior chimneys, many times located on the front facade of the building.

Historical Narrative: The Crary House is located in the St. Lucie Estates Subdivision Section 3, platted by Carroll and Janet Dunscombe in 1925. According to local sources, this building was constructed in 1925. Talley Crary, an attorney and legislator, was the most important owner of the house. It is significant for its contribution to Stuart's residential core during the Boomtime Era of the 1920s, (Talley Crary, interview by Lucille Rights, 1991).

Historical Context: Stuart is located on Florida's southeast coast, near the confluence of the Indian and St. Lucie Rivers. Although there was some limited Native American and European contact with that area during Florida's colonial period, permanent settlement of Stuart did not occur until the late nineteenth century. Originally called Potsdam, Stuart grew steadily after 1894, when the Florida East Coast Railway extended tracks through the community. A number of residential buildings were constructed by pineapple plantation owners along the banks of the St. Lucie River and its south fork during the 1890s and early twentieth century. To improve the quality of life in the community, streets were paved, electric and water services became available in 1917, and bridges across the St. Lucie River and its south fork were completed in 1918 and 1919. Like many other Florida communities, Stuart experienced its most intensive period of development during the 1920s. The Great Florida Land Boom of the 1920s brought hordes of speculators and settlers to the state and sparked an unprecedented period of development. The population of the community soared from 778 in 1920 to nearly 2,000 ten years later. In 1925, the community was reincorporated as a city and Martin County was created from parts of St. Lucie and Palm Beach counties. The largest population center in the new county, Stuart became the seat of government. The speculative bubble, which some predicted would continue indefinitely, burst early in 1926, throwing much of Florida into a depression three years in advance of the rest of the nation. Stuart, like many Florida communities, languished after the collapse of the land boom and failed to recover fully until after World War II. The historic buildings that remain from Stuart's historic period reflect an important part of its cultural heritage and evoke feelings of association with the city's past.

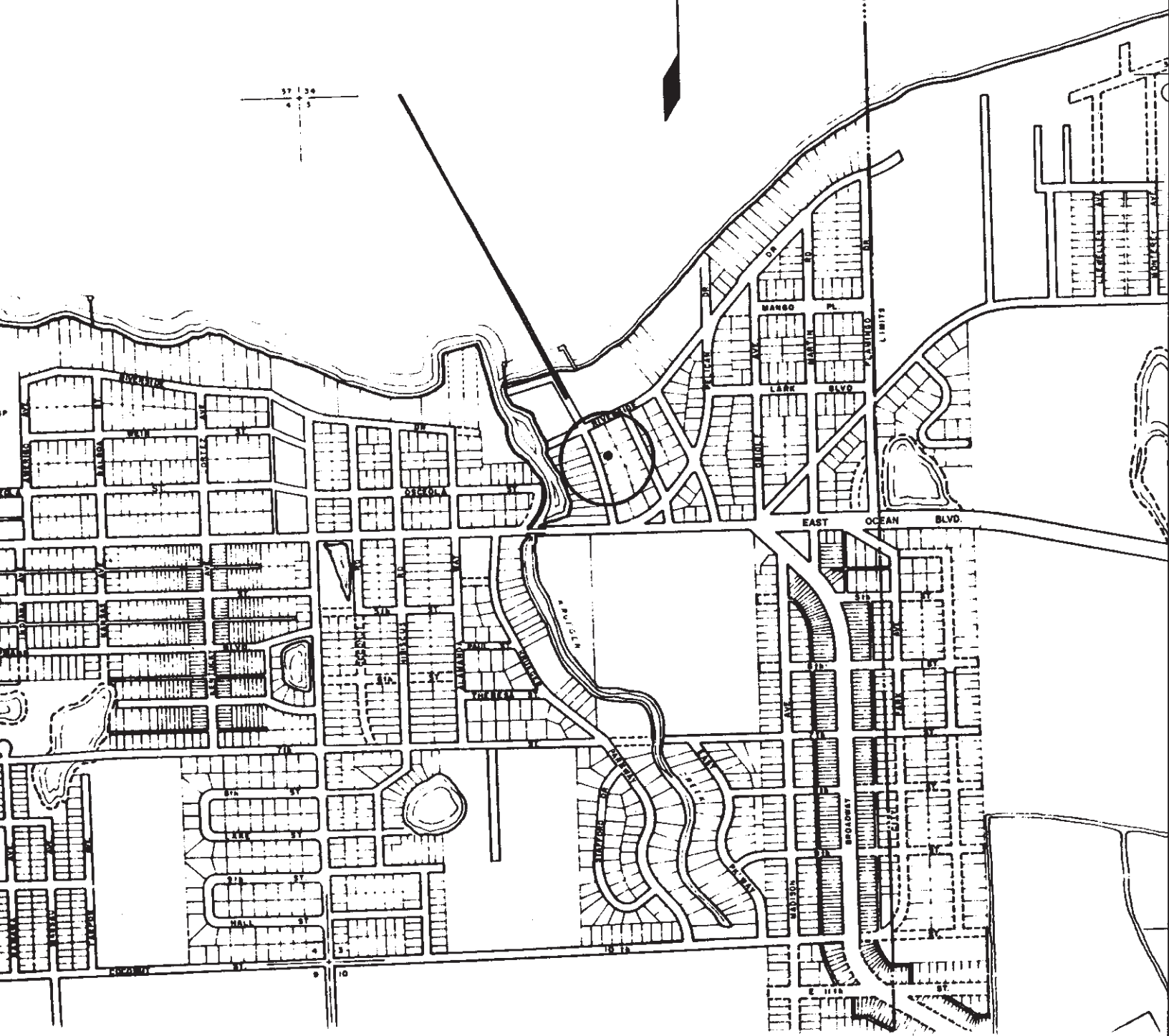
STUART, FLA.



N.

242. 311 Cardinal Way

37 36
4 3



12°30'

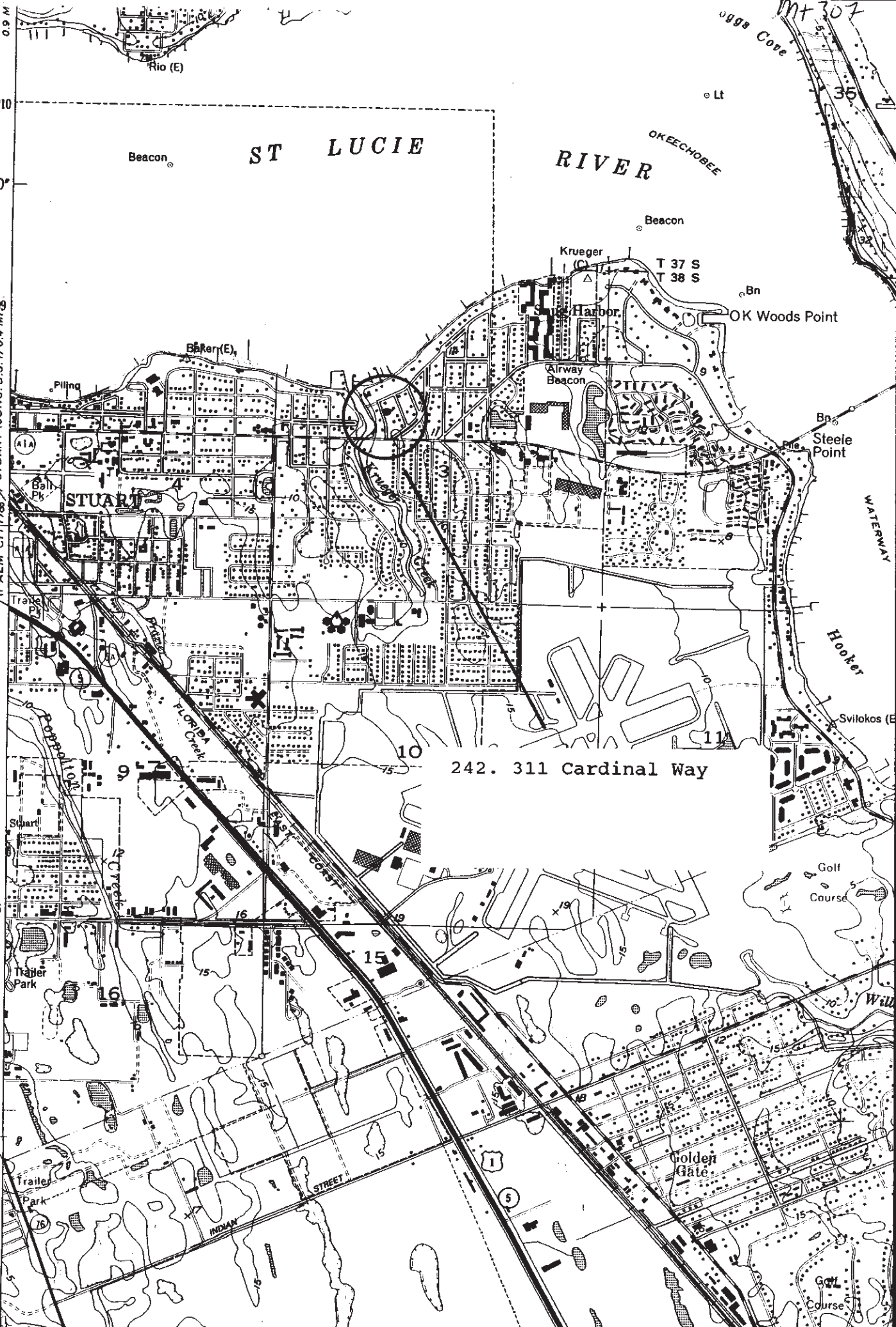
3009

FORT PIERCE 19 MI.
STUART (CIVIC CENTER) 1.3 MI.
PALM CITY 0.4 MI.

3006

10°05'

STUART (CIVIC CENTER) 2.4 MI.



ST LUCIE

RIVER

STUART

242. 311 Cardinal Way

Golden Gate

RECORD #: 410

ORIGINAL: X

UPDATE:

**HISTORICAL STRUCTURE FORM
FLORIDA SITE FILE**

PAGE 1 OF 2
SITE 8 MT 838

SITE_NAME: 12200 SE Nassau Street

CONTEXT: Depression/New Deal

NAT. REGISTER CATEGORY: building

OTHER NAMES OR SF NOS.:

COUNTY: Martin

OWNERSHIP TYPE: private

PROJECT NAME: Martin County S+P

DHR NO.: 4818

LOCATION:

ADDRESS: 12200 SE Nassau Street

CITY: Hobe Sound vicinity

VICINITY OF/ROUTE TO: see attached maps

SUBDIVISION: Hobe Sound

BLOCK: 3

LOT: 2

PLAT OR OTHER MAP: property appraiser map of Martin County

TOWNSHIP: 39 RANGE: 42 SECTION: 26 1/4: nw 1/4-1/4

IRREGULAR SEC?: X yes no LANDGRANT:

USGSMAP: Hobe Sound 1948:1983

UTM: ZONE:

EASTING:

NORTHING:

COORDINATES:

LATITUDE:

D

M

S

LONGITUDE:

D

M

S

HISTORY

ARCHITECT: unknown

BUILDER: unknown

DATE OF CONSTRUCTION: c. 1941

RESTORATION DATE(S):

MODIFICATION DATE(S):

MOVE: DATE(S):

ORIG. LOCATION:

ORIGINAL USE(S): residence

PRESENT USE(S): residence

DESCRIPTION

STYLE: Frame Vernacular

PLAN: EXTERIOR: rectangular

INTERIOR: unknown

NO. OF: STORIES: 1 OUTBUILDINGS: 0 PORCHES: 0 DORMERS: 0

STRUCTURAL SYSTEM(S): wood frame

EXTERIOR FABRIC(S): wood shingles

FOUNDATION: TYPE: continuous

MATERIALS: stone

INFILL:

PORCHES:

ROOF: TYPE: gable

SURFACING: composition shingle

SECONDARY STRUCTURES:

Rec #: 410

8MT 838

CHIMNEYS: NO. 0
MATERIALS:
LOCATIONS:

WINDOWS: 6/6 dhs

EXTERIOR ORNAMENT: wood

CONDITION: good

SURROUNDINGS: residential

NARRATIVE: see continuation sheet

ARCHAEOLOGICAL REMAINS AT THE SITE

FSF ARCHAEOLOGICAL FORM COMPLETED ?: ☒ y ☐ X n

ARTIFACTS OR OTHER REMAINS: none observed

RECORDER'S EVALUATION OF SITE

AREAS OF SIGNIFICANCE: architecture

ELIGIBLE FOR THE NAT. REGISTER?: X y n likely, need info need info

SIGNIF. AS PART OF A DISTRICT? y X n likely, need info need info

SIGNIFICANT AT THE LOCAL LEVEL?: X y n likely, need info need info

SUMMARY OF SIGNIFICANCE: see continuation sheet

DHR USE ONLY

DATE LISTED ON NR: _____

KEEPER DETERMINATION OF ELIGIBILITY (DATE): YES NO

SHPO EVALUATION OF ELIGIBILITY YES NO

LOCAL DETERMINATION OF ELIGIBILITY YES NO

OFFICE: _____

RECORDER INFORMATION: **NAME:** Sidney Johnston/William R. Adams
DATE: 1/25/97 **AFFILIATION:** Historic Property Associates, Inc.

PHOTOGRAPHS

NEGATIVES: HPA PO Box 1002 St. Augustine 32085

NEGATIVE NUMBERS: roll 19, frame 8

PHOTOGRAPH
SEE ATTACHMENTS

MAP

SEE ATTACHMENTS

Architectural Narrative: The one-story wood frame building at 12200 SE Nassau Street is an example of Frame Vernacular architecture. The building has a rectangular plan protected by a gable roof. Wood shingles serve as the exterior wall fabric and fenestration consists of 6/6-light double-hung sash windows. The building rests on a foundation of continuous stone.

Architectural Context: Frame Vernacular, the prevalent style of residential architecture in Florida, refers to common wood frame construction techniques employed by lay or self-taught builders. Before the Civil War, residents relied upon local materials and their own methods and designs to construct houses. The Industrial Revolution permitted standardization of building materials and parts and exerted a pervasive influence over vernacular house design. Popular magazines helped to make architectural trends universal throughout the country. The railroad provided cheap and efficient transportation for manufactured building materials. Ultimately, individual builders had access to finished architectural products from which to create their own designs.

Frame Vernacular houses are typically one or two stories in height, with wood balloon frame structural systems and brick pier foundations. They display a variety of footprints and forms, including composite, I-house, irregularly massed, single- or double-pen, and saddlebag. Gable or hip roofs usually display steep pitches, which accommodate attic space. Horizontal drop siding and weatherboard are common exterior wall surface materials. Porches, most commonly simple entrance or end models, are common features of the style. Fenestration is regular, but not always symmetrical. Windows consist of double-hung sashes or casements, and paneled wood doors often contain glazings. Exterior decoration is sparse and limited to ornamental woodwork.

Historical Narrative: The building is located in the Hobe Sound subdivision, which was platted by the Indian River Association, Inc. in 1913. Research obtained from tax rolls and architectural evidence, which is based upon comparisons of a building with known models of similar size and design, indicates the dwelling was constructed about 1941. Tax rolls historically associate the property with Charles and Lois Rue. Records held by the Martin County property appraiser indicate the dwelling was constructed in 1925.

Historical Context: The physical evidence of human occupation in what is presently Martin County before the late nineteenth century remains confined to prehistoric archaeological sites that testify to aboriginal inhabitants. A house of refuge constructed on Hutchinson Island in 1876 stands as the county's oldest building. Growth seemed assured in 1894 when the railroad arrived and settlements appeared at Gomez, Hobe Sound, Jensen, Rio, Sewall's Point, and Stuart. Dwellings and pineapple farms dotted the banks of the Indian and St. Lucie rivers. In the early 1900s, towns were established as reclamation projects opened new land for settlement. Dredging began at St. Lucie Inlet and a canal connected Lake Okeechobee with the South Fork of the St. Lucie River. During the so-called Great Florida Land Boom of the 1920s, the region was targeted by developers who encouraged tourists to buy property on speculation. Many settlements grew into incorporated towns. Commercial districts expanded and new houses sprinkled the landscape. In 1924, a rail line was extended through west Martin County, lifting hopes for the expansion of Indiantown and Port Mayaca. In 1925, Martin County was carved out of parts of Palm Beach and St. Lucie counties and Stuart became the seat of government. In the 1930s, when many of the county's municipal government were abolished, Jupiter Island emerged as an exclusive residential community. During World War II, the U.S. Army operated Camp Murphy, a signal corps training camp, in southeast Martin County. Since the 1950s, Martin County has experienced unprecedented development, much of which has resulted in the destruction of historic resources. Nevertheless, Martin County contains an important collection of historic buildings that contribute to Florida's architectural heritage.

410. 12200 SE Nassau Street

8MT838

HOBE SOUND FLA.

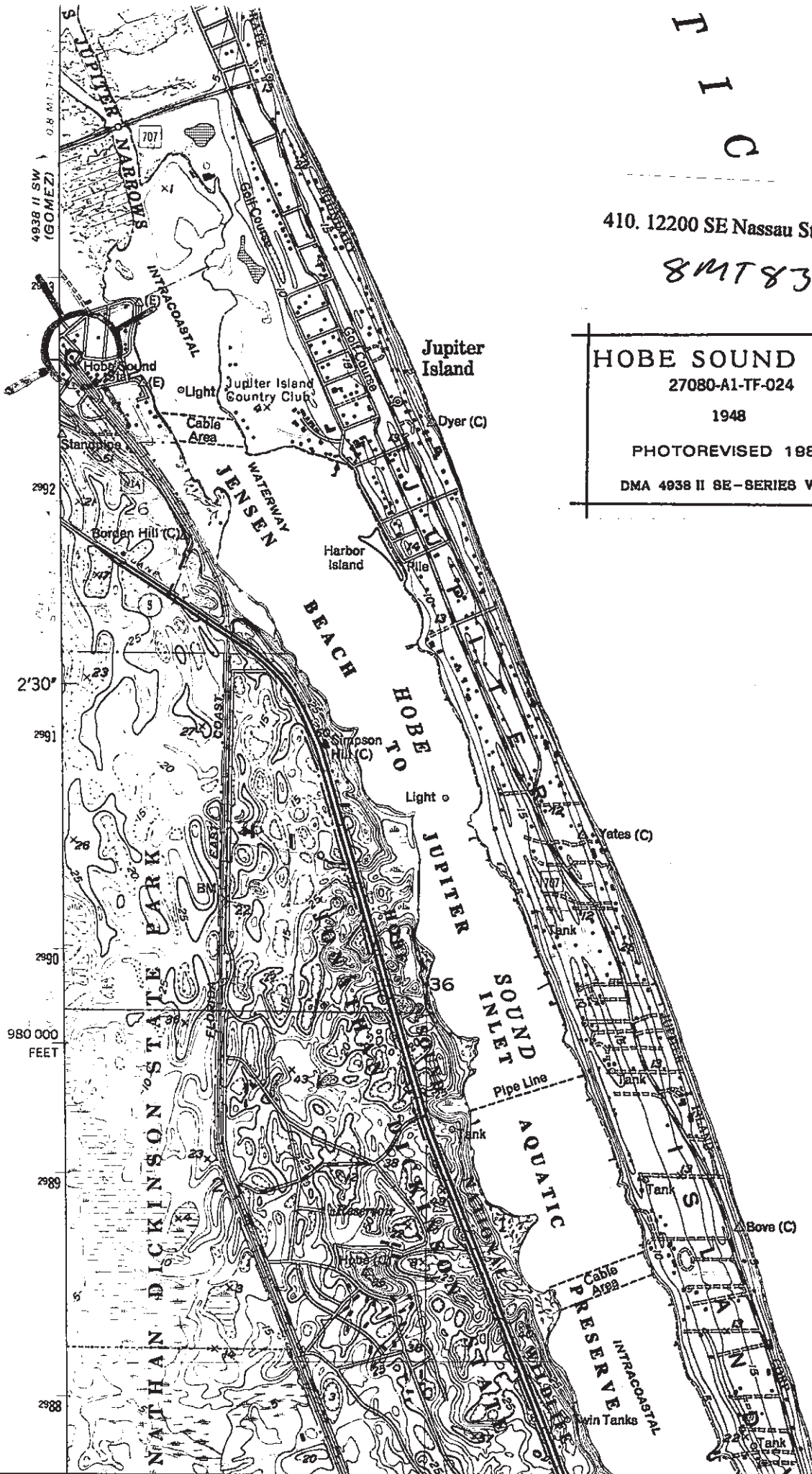
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1948

PHOTOREVISED 1983

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RECORD #: 115

ORIGINAL: X

UPDATE:

**HISTORICAL STRUCTURE FORM
FLORIDA SITE FILE**

PAGE 10F 2
SITE 8 MT 1066

SITE_NAME: 250 North Flagler Avenue

CONTEXT: Depression/New Deal

NAT. REGISTER CATEGORY: building

OTHER NAMES OR SF NOS.:

COUNTY: Martin

OWNERSHIP TYPE: private

PROJECT NAME: Martin County S + P

DHR NO.: 4818

LOCATION:

ADDRESS: 250 North Flagler Avenue

CITY: North Stuart vicinity

VICINITY OF/ROUTE TO: see attached maps

SUBDIVISION: Riverside Park

BLOCK: 20

LOT: 11-26

PLAT OR OTHER MAP: property appraiser map of Martin County

TOWNSHIP: 37 **RANGE:** 41 **SECTION:** 32 **1/4:** se 1/4-1/4

IRREGULAR SEC?: yes X no **LANDGRANT:**

USGSMAP: Palm City 1948:1983

UTM: ZONE:

EASTING:

NORTHING:

COORDINATES:

LATITUDE:

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M

S

LONGITUDE:

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M

S

HISTORY

ARCHITECT: unknown

BUILDER: unknown

DATE OF CONSTRUCTION: c. 1940

RESTORATION DATE(S):

MODIFICATION DATE(S):

MOVE: DATE(S):

ORIG. LOCATION:

ORIGINAL USE(S): residence

PRESENT USE(S): residence

DESCRIPTION

STYLE: Masonry Vernacular

PLAN: EXTERIOR: rectangular

INTERIOR: unknown

NO. OF: STORIES: 2 **OUTBUILDINGS:** 2 **PORCHES:** 0 **DORMERS:** 0

STRUCTURAL SYSTEM(S): brick

EXTERIOR FABRIC(S): brick

FOUNDATION: TYPE: continuous

MATERIALS: concrete

INFILL:

PORCHES:

ROOF: TYPE: semi-cylindrical

SURFACING: roll composition

SECONDARY STRUCTURES: flat and shed extensions

CHIMNEYS: NO. 0

MATERIALS:

LOCATIONS:

WINDOWS: metal awning and clerestories

EXTERIOR ORNAMENT: brick

CONDITION: good

SURROUNDINGS: industrial

NARRATIVE: see continuation sheet

ARCHAEOLOGICAL REMAINS AT THE SITE

FSF ARCHAEOLOGICAL FORM COMPLETED ?: ☒ y ☐ X n

ARTIFACTS OR OTHER REMAINS: none observed

RECORDER'S EVALUATION OF SITE

AREAS OF SIGNIFICANCE: architecture, industry

ELIGIBLE FOR THE NAT. REGISTER?:	X	y	n	likely, need info	need info
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SIGNIF. AS PART OF A DISTRICT?	y	X	n	likely, need info	need info
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99					
100					

SIGNIFICANT AT THE LOCAL LEVEL?:	X	y	n	likely, need info	need info
----------------------------------	---	---	---	-------------------	-----------

SUMMARY OF SIGNIFICANCE: see continuation sheet

DHR USE ONLY

DATE LISTED ON NR:

KEEPER DETERMINATION OF ELIGIBILITY (DATE): YES NO

SHPO EVALUATION OF ELIGIBILITY	YES	NO
--------------------------------	-----	----

LOCAL DETERMINATION OF ELIGIBILITY YES NO

OFFICE: _____

RECORDER INFORMATION: **NAME:** Sidney Johnston/William R. Adams
DATE: 1/23/97 **AFFILIATION:** Historic Property Associates, Inc.

PHOTOGRAPHS

NEGATIVES: HPA PO Box 1002 St. Augustine 32085

NEGATIVE NUMBERS: roll 5, frame 23

PHOTOGRAPH
SEE ATTACHMENTS

MAP

SEE ATTACHMENTS

Architectural Narrative: The two-story masonry building at 250 North Flagler Avenue is an example of Masonry Vernacular architecture. The building has a rectangular plan protected by a semi-cylindrical roof. Flat and shed extensions project from the main body of the building. Brick serves as the exterior wall fabric and fenestration consists of metal awning windows and clerestories on the north and south elevations. The building rests on a concrete foundation.

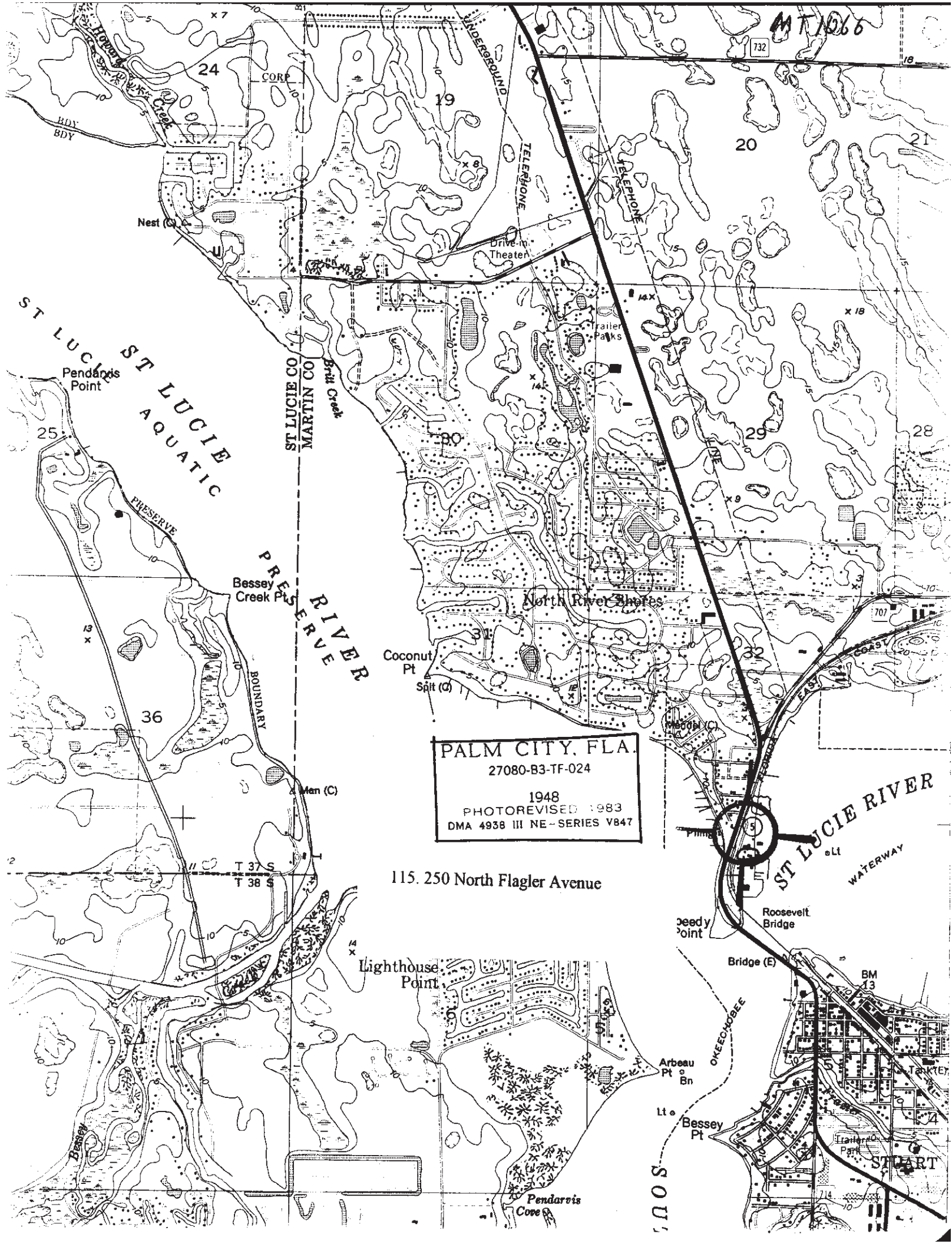
Architectural Context: The term "Masonry Vernacular" applies to buildings that display no formal style of architecture and is defined as the common masonry construction techniques of lay or self taught builders. In the 18th century, vernacular designs were local in nature, transmitted by word of mouth or by demonstration, and relying heavily upon native building materials. In the early 19th century, Masonry Vernacular commercial buildings emerged as a distinct building type, due largely to the rapid growth of commerce and manufacturing associated with the Industrial Revolution. During the period, mass manufacturers exerted a pervasive influence over vernacular building design. Trade and architectural journals and popular magazines, which featured standardized manufactured building components, flooded building and consumer markets and helped to make construction trends universal throughout the country. The railroad aided the process by providing cheap and efficient transportation for manufactured building materials. Ultimately, the individual builder had access to a myriad of finished architectural products from which to create his own designs.

Masonry Vernacular is more commonly associated with commercial buildings than with residential architecture where wood frame houses dominate. The name applies to large range of buildings from relatively small one-story stores and shops to four-story buildings that contain a variety of uses, including apartments and public meeting halls in the upper stories. Elaborate late 19th century models often displayed heavily accented cornices, window hoods, and iron-framed storefronts. Oriels or bays protruded from corners or wall surfaces. In Florida, most early 20th century models were brick, and typically exhibited a symmetrical facade, brick corbeled cornice, stylized panels, belt courses, and storefronts with paneled wood doors, wood kick panels, plate glass, and transoms. Commercial vernacular designs of the 1920s were often influenced by Spanish or Art Deco designs of the period, and hollow tile became commonly used in structural systems. During the 1930s, the International and Modernistic styles influenced vernacular design, and reinforced concrete construction techniques became more frequently used to produce a variety of forms. Following World War II, concrete block construction became a popular masonry building material.

Historical Narrative: The building is located in the Riverside Park subdivision, which was platted by H. Powell Seward in the north Stuart area in 1926. Research obtained from the date of the subdivision and architectural evidence, which is based upon comparisons of a building with known models of similar size and design, indicate the building was constructed about 1940. Records held by the Martin County property appraiser indicate that four buildings constructed between 1925 and 1933 are located on the property. Tax rolls historically associate the property with Gulf Oil Company of Pennsylvania.

Historical Context: The physical evidence of human occupation in what is presently Martin County before the late nineteenth century remains confined to prehistoric archaeological sites that testify to aboriginal inhabitants. A house of refuge constructed on Hutchinson Island in 1876 stands as the county's oldest building. Growth seemed assured in 1894 when the railroad arrived and settlements appeared at Gomez, Hobe Sound, Jensen, Rio, Sewall's Point, and Stuart. Dwellings and pineapple farms dotted the banks of the Indian and St. Lucie rivers. In the early 1900s, towns were established as reclamation projects opened new land for settlement. Dredging began at St. Lucie Inlet and a canal connected Lake Okeechobee with the South Fork of the St. Lucie River. During the so-called Great Florida Land Boom of the 1920s, the region was targeted by developers who encouraged tourists to buy property on speculation. Many settlements grew into incorporated towns. Commercial districts expanded and new houses sprinkled the landscape. In 1924, a rail line was extended through west Martin County, lifting hopes for the expansion of Indiantown and Port Mayaca. In 1925, Martin County was carved out of parts of Palm Beach and St. Lucie counties and Stuart became the seat of government. In the 1930s, when many of the county's municipal government were abolished, Jupiter Island emerged as an exclusive residential community. During World War II, the U.S. Army operated Camp Murphy, a signal corps training camp, in southeast Martin County. Since the 1950s, Martin County has experienced unprecedented development, much of which has resulted in the destruction of historic resources. Nevertheless, Martin County contains an important collection of historic buildings that contribute to Florida's architectural heritage.

MT 1066



PALM CITY, FLA.
27080-B3-TF-024
1948
PHOTOREVISED 1983
DMA 4938 III NE-SERIES V847

115. 250 North Flagler Avenue

ST LUCIE RIVER
WATERWAY

ST LUCIE
ST LUCIE
AQUATIC

PRESERVE
RIVER
BOUNDARY

SOU

STUART



☐ Original
☒ Update



RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
 Version 4.0 1/07

Site #8 MT1450
 Recorder# _____
 Field Date 05 / 07 / 2010
 Form Date 06 / 01 / 2010

NOTE: Use this form to document districts, landscapes and building complexes as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSSs).** National Register MPSs are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

- ☐ **Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- ☐ **Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- ☐ **Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- ☐ **FMSF building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- ☐ **Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- ☐ **Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- ☒ **Linear resource** (NR category usually "structure"): Linear resources are a special type of rural historic landscape and can include canals, railways, roads, etc.

Resource Group Name FEC Railroad Multiple Listing [DHR only] _____
 Project Name FEC Amtrak Passenger Rail FMSF Survey # 19159
 National Register Category (please check one): ☐ building(s) ☐ structure ☐ district ☐ site ☐ object
 Linear Resource Type (if applicable): ☐ canal ☒ railway ☐ road ☐ other (describe): _____
 Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Address (if applicable, include N,S,E,W; #; St., Ave., etc.) FEC Railroad line in Martin County, from the northern county line to southern county line.
 City/Town (within 3 miles) Stuart In Current City Limits? ☒ yes ☐ no ☐ unknown
 County or Counties (do not abbreviate) Martin County
 Name of Public Tract (e.g., park) _____

For township, range and section, please see table in Required Attachments section.

1) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: _____
 2) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: _____
 3) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: _____
 4) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: _____

USGS 7.5' Map Name(s) & Date(s) (boundaries must be plotted on attached photocopy of map; label with map name and publication date) St. Lucie Inlet, Fla. 1948 (PR1983), Gomez, Fla. 1948 (PR1983), Hobe Sound, Fla. 1948 (PR1983), Eden, Fla. 1948 (PR1983), Jupiter, Fla. 1948 (PR1983), Ankona, Fla. 1948 (PR1983), Palm City, Fla. 1948 (PR1983), Bluefield, Fla. 1953 (PR1983), Marcy, Fla. 1950 (PR1970), Chaney Bay, Fla. 1953 (PR1970), Barley Barber Swamp, Fla. 1953 (PR1983), Port Mayaca, Fla. 1971.

Plat, Aerial, or Other Map (map's name, originating office with location) _____
 Landgrant _____

Verbal Description of Boundaries (description does not replace required map) The railroad line runs through Martin County, from Stuart in the northern part of the county through Tequesta, just south of the county line.

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date ____/____/____	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date	____/____/____	Init.	_____
<input type="checkbox"/> Owner Objection	KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date	____/____/____		
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

HISTORY & DESCRIPTION

Construction date: Exactly _____ (year) Approximately 1894 (year) Earlier than _____ (year) Later than _____ (year)Architect/Designer (last name first): Henry Flagler Builder (last name first): Henry Flagler

Total number of individual resources included in this Resource Group: # of contributing _____ # of non-contributing _____

Time period(s) of significance (for prehistoric districts, use archaeological phase name and approximate dates; for historical districts, use date range(s), e.g. 1895-1925)

Late 19th century and early 20th century to present.

Narrative Description (*National Register Bulletin 16A* pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) The Martin County section of the FEC was constructed during the mid 1890s. The original FEC Railroad line, constructed by Henry Flagler, ran from Jacksonville, south to Key West. The FEC was a major contributor to the development of Florida during the early part of the 20th Century.

RESEARCH METHODS (check all that apply)

☒ FMSF record search (sites/surveys)☐ library research☐ building permits☐ Sanborn maps☒ FL State Archives/photo collection☐ city directory☐ occupant/owner interview☐ plat maps☒ property appraiser / tax records☐ newspaper files☐ neighbor interview☐ Public Lands Survey (DEP)☒ cultural resource survey☐ historic photos☐ interior inspection☐ HABS/HAER record search☐ other methods (specify) _____

Bibliographic References (use Continuation Sheet, give FMSF Manuscript # if relevant) _____

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places?

☒ yes☐ no☐ insufficient information

Potentially eligible as contributor to a National Register district?

☐ yes☒ no☐ insufficient information

Explanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.) The Florida East Coast Railroad has been in continuous operation for over 100 years, retaining its original name and track lines. Since the FEC has been a working railroad throughout its history, many of the original tracks, ties, and other parts of its original construction have been replaced and updated. It has served as a historic railroad transportation function associated with one of the state's railroad companies, the FEC, since the late nineteenth century. In 2006 the SHPO evaluated the Martin County section of the FEC and decided that there was not enough information to make a decision at that time. It is the opinion of Panamerican Consultants, Inc., that the railroad is potentially eligible for listing on the NRHP due to its historic nature and integral part in the development of Martin County and the east coast of Florida in general. Other sections of the FEC have been listed as potentially eligible for listing on the NRHP by the SHPO.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)Community planning & development; Transportation

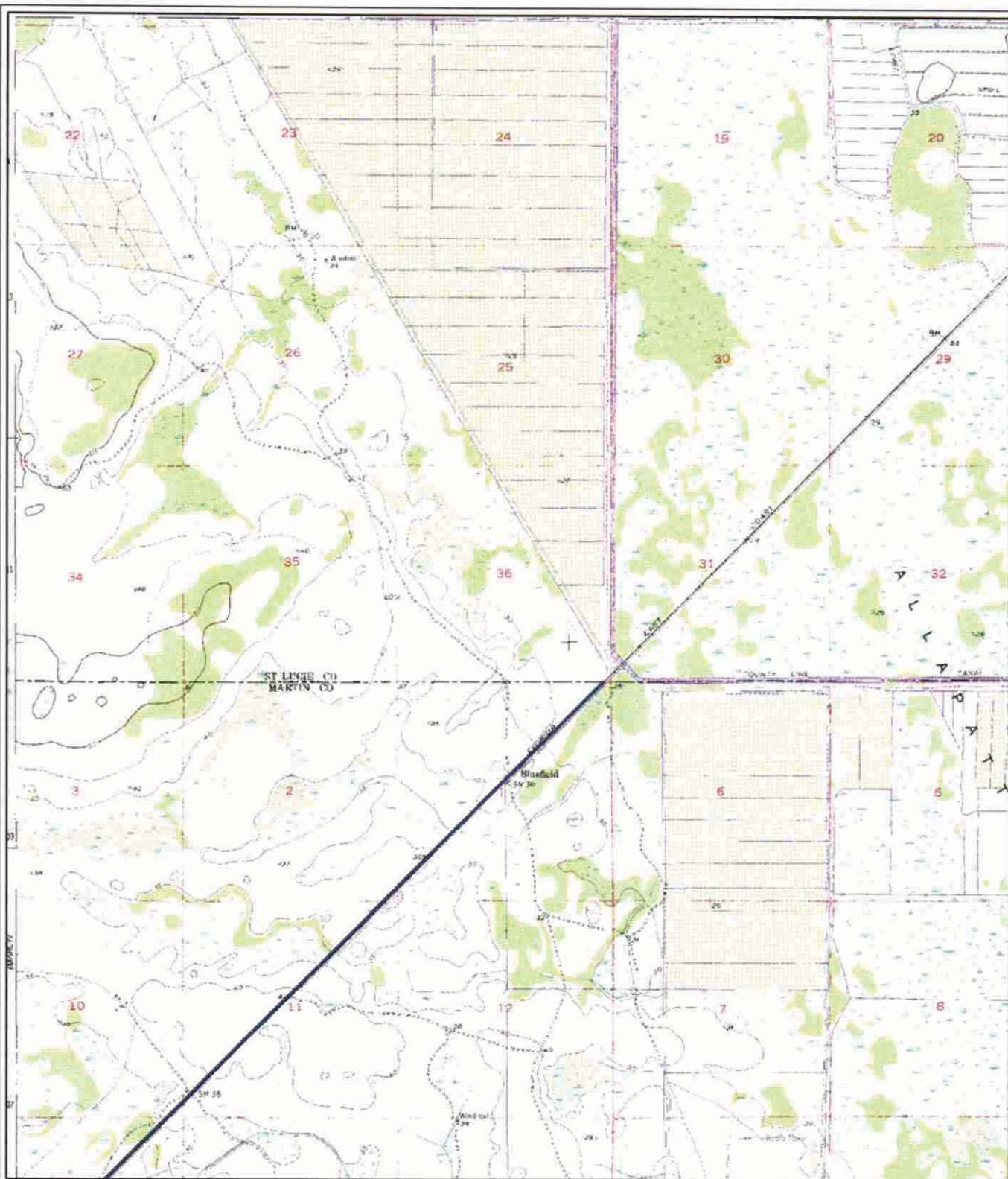
DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible: For each separately maintained collection, describe (1) document type(s), (2) maintaining organization, (3) file or accession nos., and (4) descriptive information.

Field notes, maps, and digital photographs will be on file in the office of Panamerican Consultants, Tampa under accession number 30003.003.

RECORDER INFORMATION

Recorder Name Bryce RodgersRecorder Contact Information (Address / Phone / Fax / Email) 1115 North Parsons Ave, Brandon, FL 33510 / 813-684-5200 / broddgers@panamconsultants.comRecorder Affiliation Panamerican Consultants, Inc.



Legend

8MT1450

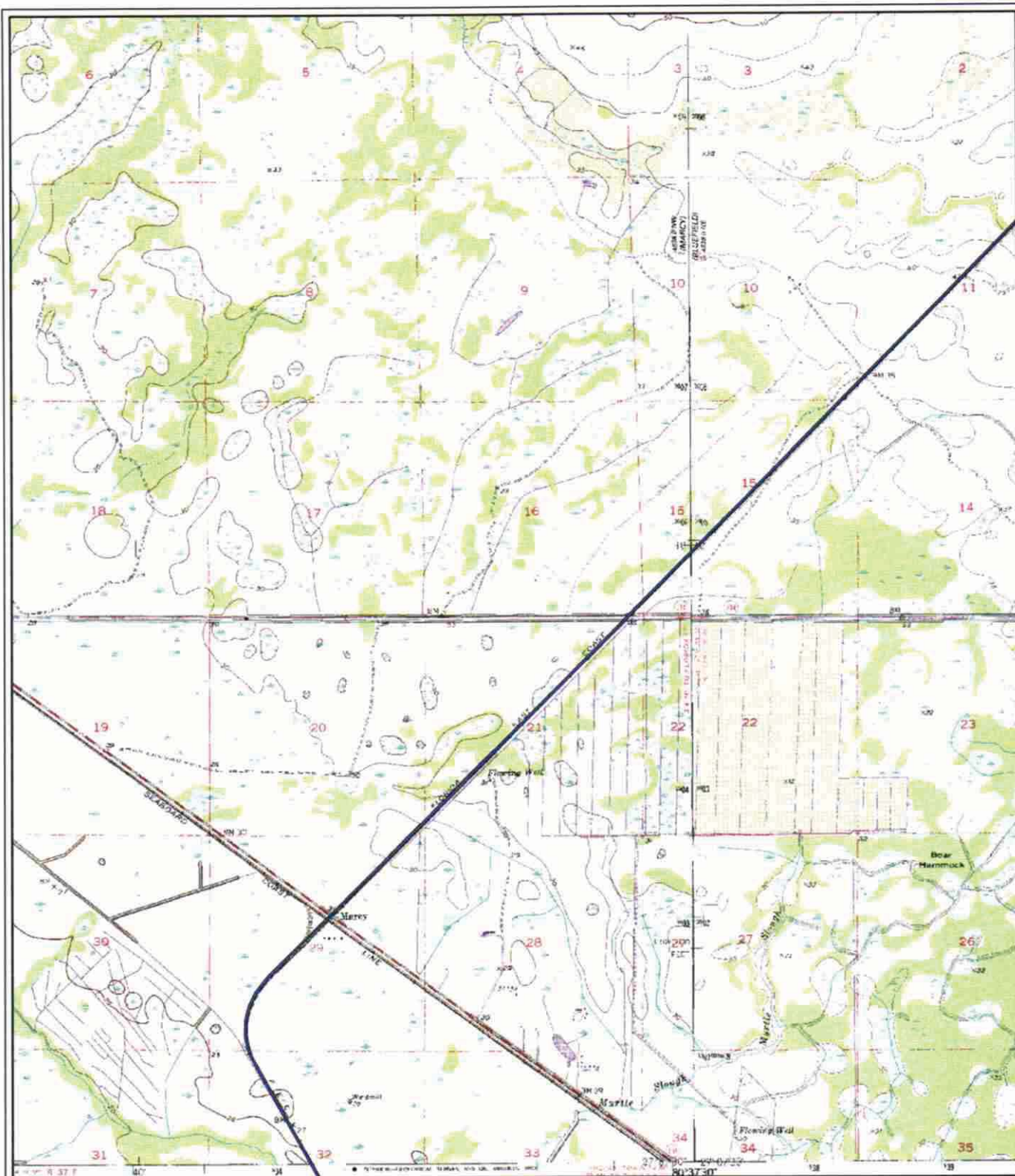


0 0.2 0.4 0.8 1.2 1.6 Miles

8MT1450

Martin County

Base map: Bluefield, FL 1953 (PR 1970)
USGS 7.5' topographic quadrangle



Legend

8MT1450

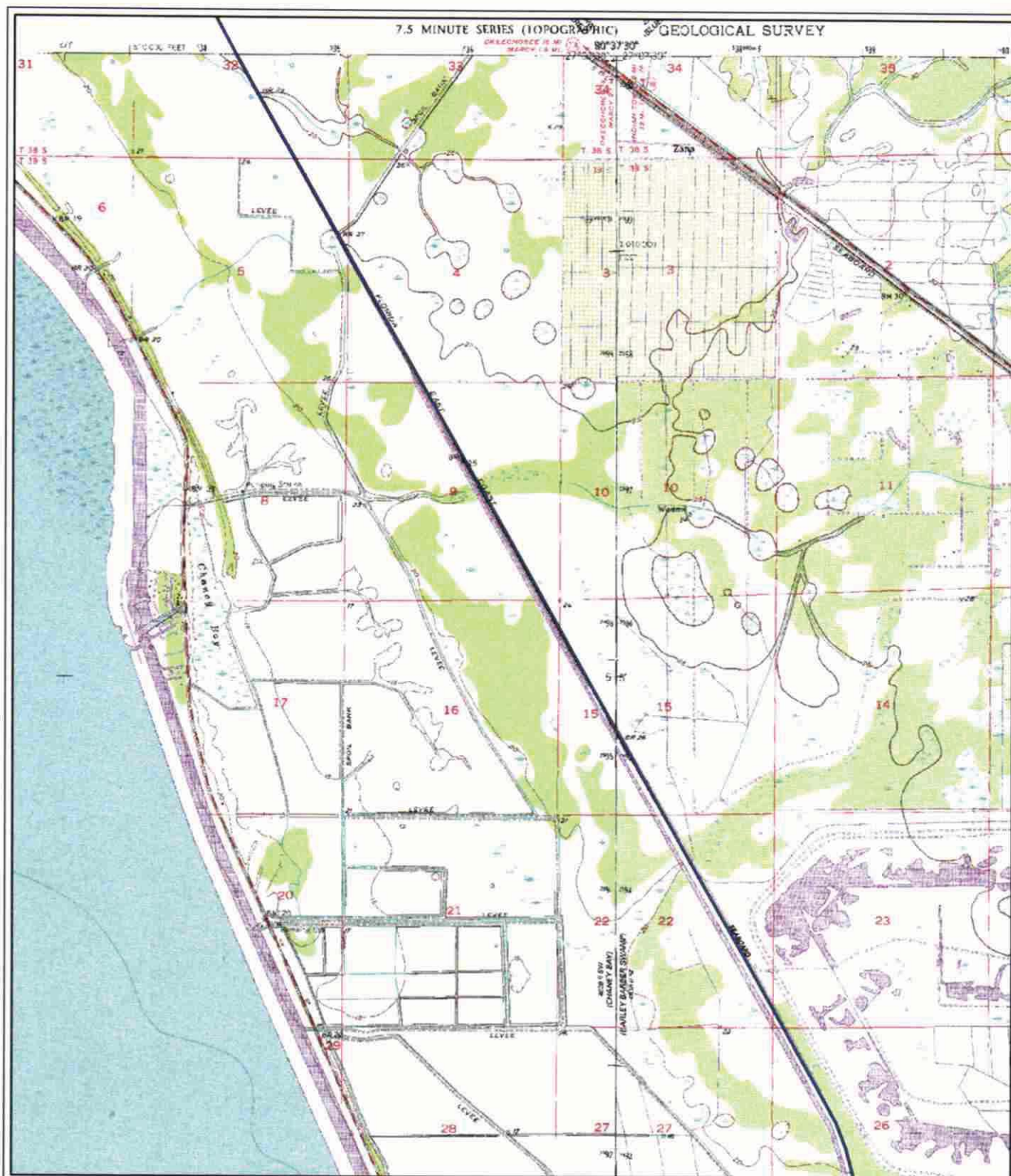


0 0.2 0.4 0.8 1.2 1.6 Miles

8MT1450

Martin County

Base maps: Marcy, FL 1950 (PR 1970)
and Bluefield, FL 1953 (PR 1970)
USGS 7.5' topographic quadrangles



Legend

8MT1450



0 0.2 0.4 0.8 1.2 1.6 Miles

8MT1450

Martin County

Base maps: Chaney Bay, FL 1953 (PR 1970)
and Barley Barber Swamp, FL 1953 (PR 1983)
USGS 7.5' topographic quadrangles



Legend

8MT1450

0 0.2 0.4 0.8 1.2 1.6 Miles

8MT1450

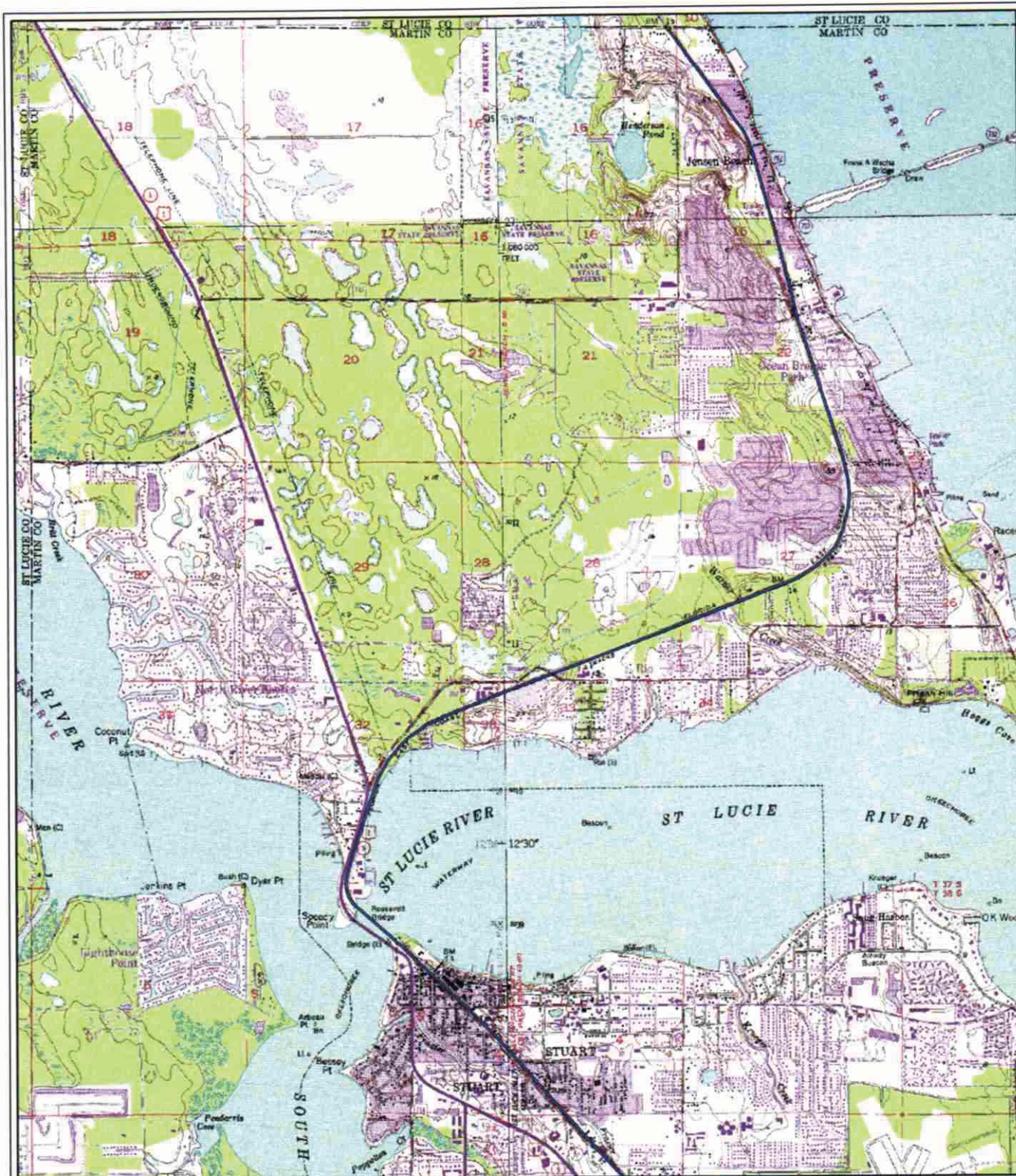
Martin County

Base maps: Chaney Bay, FL 1953 (PR 1970)
and Barley Barber Swamp, FL 1953 (PR 1983)
USGS 7.5' topographic quadrangles

Township	Range	Section
37 South	41 East	15, 16, 22, 27, 28, 32, 33
38 South	37 East	01, 02, 10, 11, 15, 16, 20, 21, 29, 32
	41 East	04, 05, 09, 10, 15, 16, 19, 25, 37, 43
	42 East	29, 30, 32
39 South	37 East	04, 05, 09, 15, 16, 22, 23, 26, 35
	42 East	26, 27, 35
40 South	37 East	02, 11, 14, 23, 26
	42 East	02, 11, 12, 13, 24



FEC Railroad in Stuart, Martin County, facing south (PCI 05/06/2010).



Legend

8MT1450

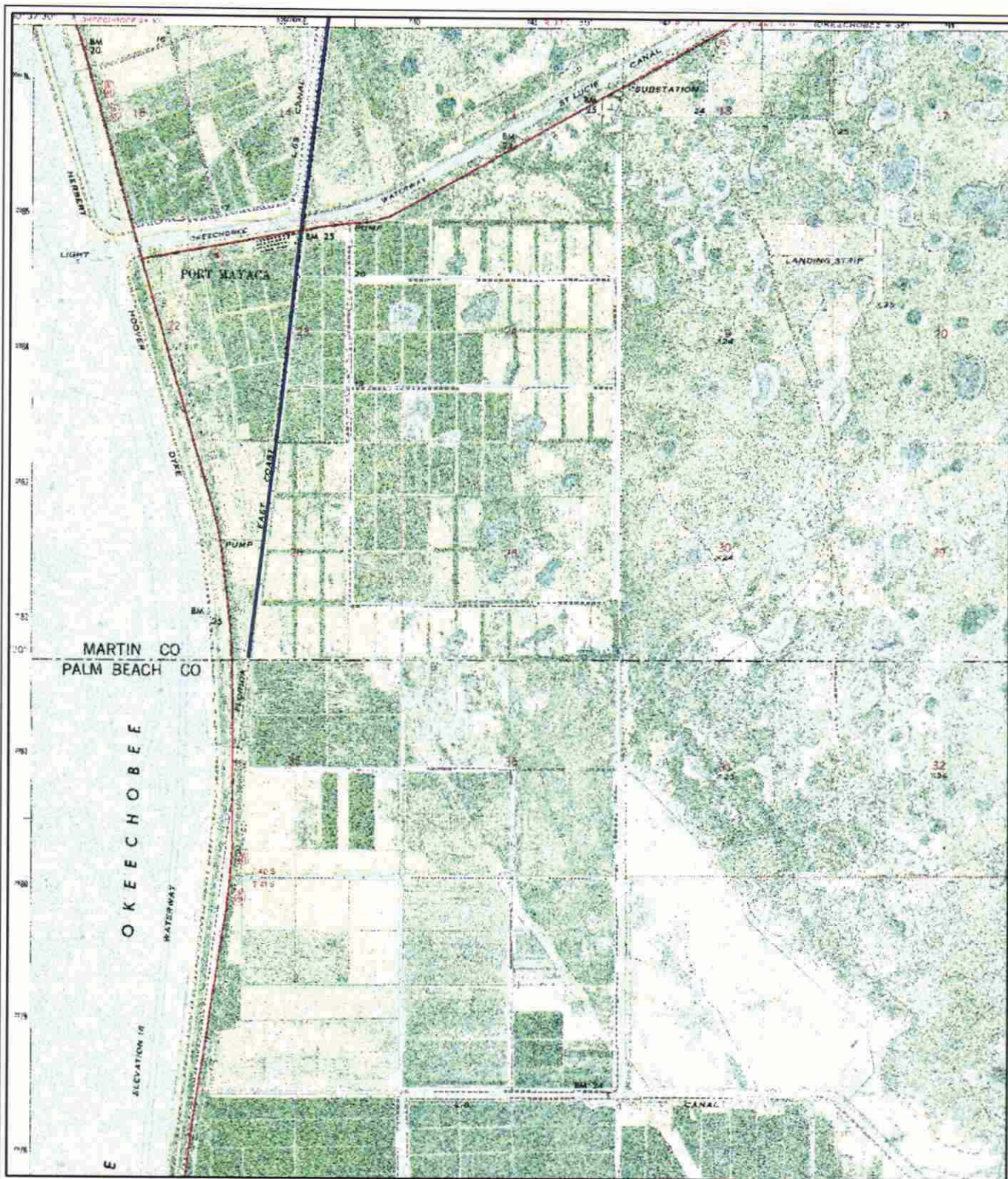


0 0.2 0.4 0.8 1.2 1.6 Miles

8MT1450

Martin County

Base maps: Ankona, FL 1948 (PR 1983); Eden, FL 1948 (PR 1983); Palm City, FL 1948 (PR 1983); and St. Lucie Inlet, FL 1948 (PR 1983)
USGS 7.5' topographic quadrangles



Legend

8MT1450

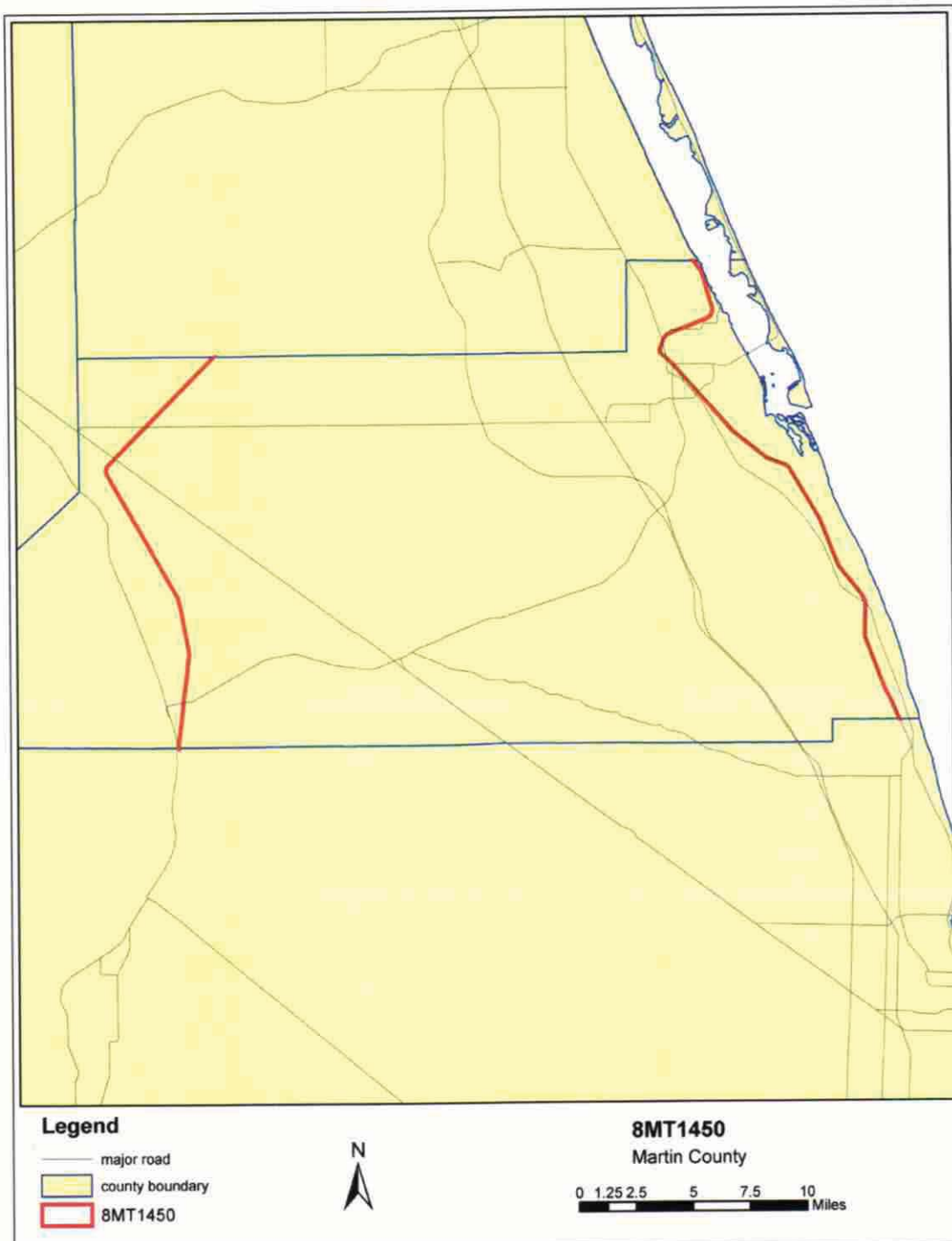


0 0.2 0.4 0.8 1.2 1.6 Miles

8MT1450

Martin County

Base map: Port Mayaca, FL 1971
USGS 7.5' topographic quadrangle



8MT1450 in relation to major roads in Martin County

Required Attachments

- 1 PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
- 2 LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
- 3 TABULATION OF ALL INCLUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)
- 4 PHOTOS OF GENERAL STREETSCAPE OR VIEWS (Optional: aerial photos, views of typical resources)
Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.



Legend

8MT1450



0 0.2 0.4 0.8 1.2 1.6 Miles

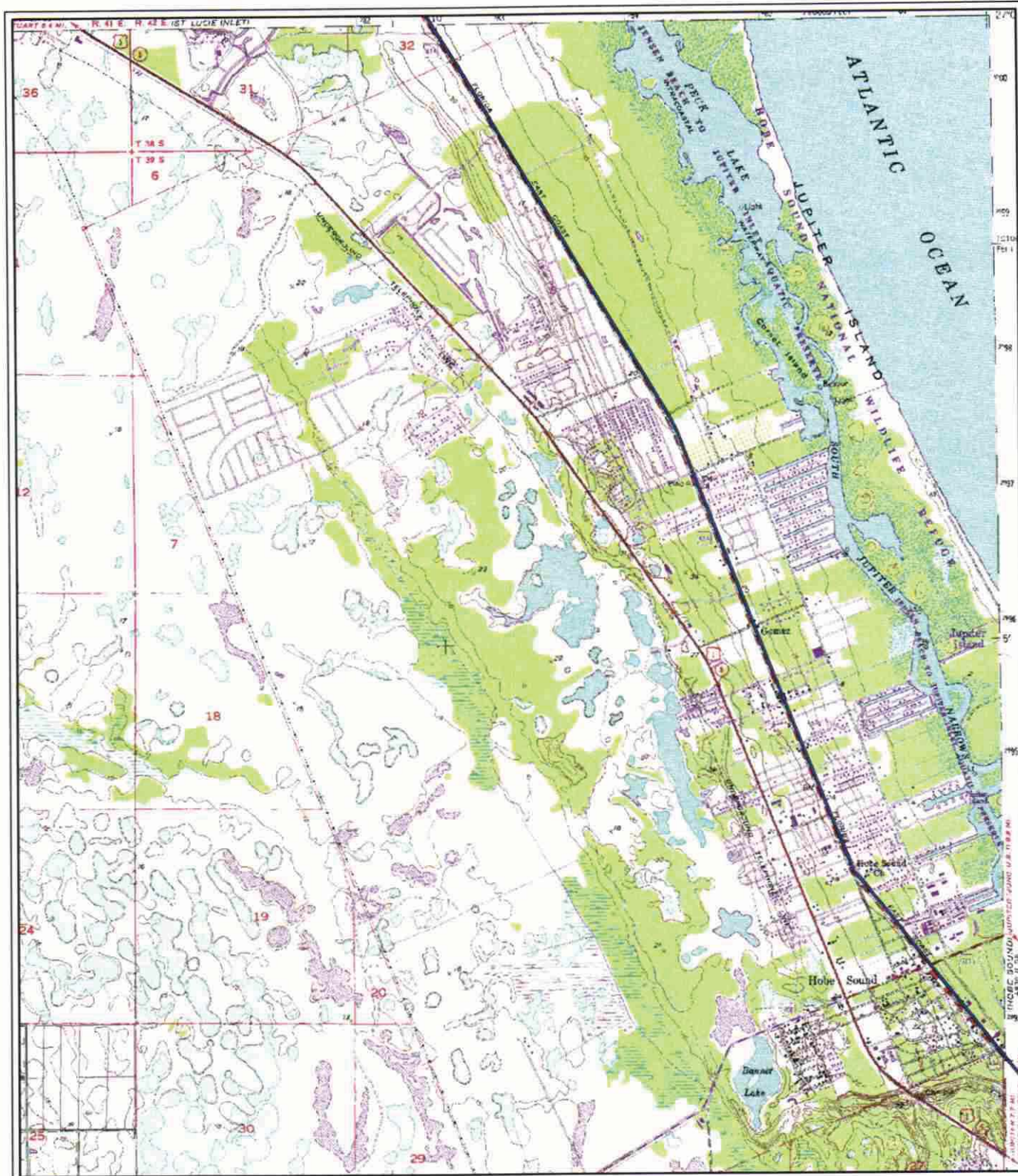
8MT1450

Martin County

Base maps: Palm City, FL 1948 (PR 1983)

and St. Lucie Inlet, FL 1948 (PR 1983)

USGS 7.5' topographic quadrangles



Legend

8MT1450



8MT1450

Martin County

Base map: Gomez, FL 1948 (PR 1983)

USGS 7.5' topographic quadrangle

0 0.2 0.4 0.8 1.2 1.6 Miles



Legend

8MT1450

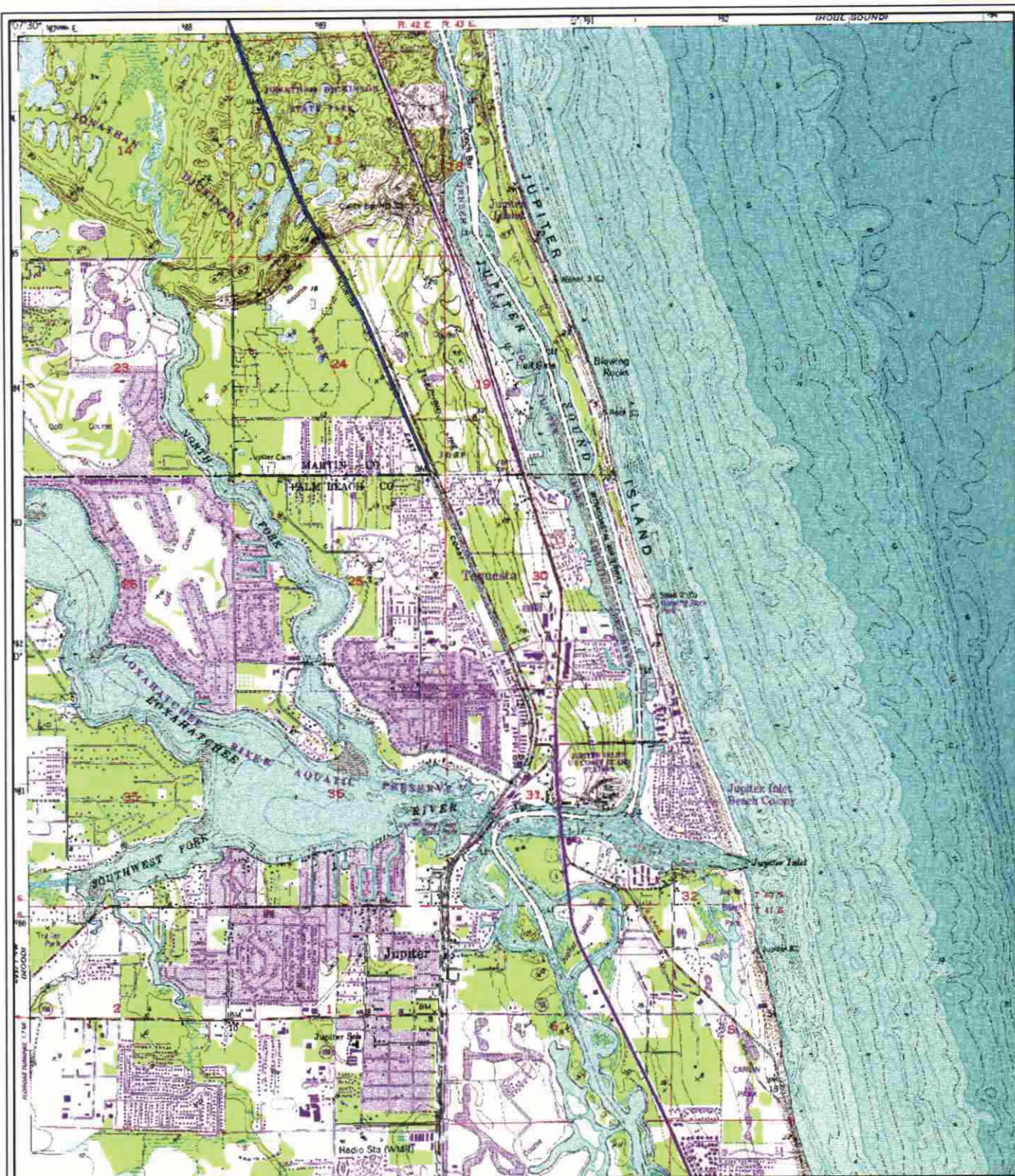


0 0.2 0.4 0.8 1.2 1.6 Miles

8MT1450

Martin County

Base maps: Gomez, FL 1948 (PR 1983)
and Hobe Sound, FL 1948 (PR 1983)
USGS 7.5' topographic quadrangles



Legend

8MT1450



0 0.2 0.4 0.8 1.2 1.6 Miles

8MT1450

Martin County

Base map: Jupiter, FL 1948 (PR 1983)

USGS 7.5' topographic quadrangle

TRS

37S41E015

37S41E016

37S41E022

37S41E027

37S41E028

37S41E032

37S41E033

38S37E001

38S37E002

38S37E010

38S37E011

38S37E015

38S37E016

38S37E020

38S37E021

38S37E029

38S37E032

38S41E004

38S41E005

38S41E009

38S41E010

38S41E015

38S41E025

38S41E050

38S42E029

38S42E030

38S42E032

39S37E004

39S37E005

39S37E009

39S37E015

39S37E016

39S37E022

39S37E023

39S37E026

39S37E035

39S42E026

39S42E027

39S42E035

39S42E060

40S37E002

40S37E011

40S37E014

40S37E023

40S37E026

40S42E002

40S42E011

40S42E012

40S42E013

40S42E024

40S42E025

PTMY

O4SE

O4NE

O4NW

O4SW

STLI

GOME

PLMC

HOBE

EDEN

JUPI

◆ Original
☐ Update



RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
 Version 4.0 1/07

Site #8 MT 1573
 Recorder# _____
 Field Date ____/____/____
 Form Date - 10/08/10

NOTE: Use this form to document districts, landscapes, building complexes and linear resources as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSs).** National Register MPSs are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

- ☐ **Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- ☐ **Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- ◆ **Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- ☐ **Building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- ☐ **Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- ☐ **Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- ☐ **Linear resource** (NR category usually "structure"): Linear resources are a special type of rural historic landscape and can include canals, railways, roads, etc.

Resource Group Name _____ Witham Field Airport, Stuart FL Multiple Listing [DHR only] _____
 Project Name _____ Witham Field Airport Roadway & Utility Infrastructure Improvements FMSF Survey # _____
 National Register Category (please check one): ☐ building(s) ☐ structure ☐ district ◆ site ☐ object
 Linear Resource Type (if applicable): ☐ canal ☐ railway ☐ road ☐ other (describe): _____
 Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ◆ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Address (if applicable, include N,S,E,W; #; St., Ave., etc.) 1871 SE Airport Rd., Stuart, FL 34996
 City/Town (within 3 miles) Stuart, FL In Current City Limits? ☐ yes ◆ no ☐ unknown
 County or Counties (do not abbreviate) Martin County, FL
 Name of Public Tract (e.g., park) Witham Field Airport, Stuart, Martin County, FL
 1) Township 38S Range 41E Section 10 ¼ section: ◆NW ◆SW ◆SE ◆NE Irregular-name: _____
 2) Township 38S Range 41E Section 11 ¼ section: ◆NW ◆SW ☐ SE ☐ NE
 3) Township 38S Range 41E Section 15 ¼ section: ◆NW ☐ SW ☐ SE ☐ NE
 4) Township 38S Range 41E Section 50 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 USGS 7.5' Map Name(s) & Date(s) (boundaries must be plotted on attached photocopy of map; label with map name and publication date) St. Lucie Inlet, Florida 1970
 Plat, Aerial, or Other Map (map's name, originating office with location) Witham Field Airport Aerial Map dated 10/4/10, prepared by Martin County Engineering Department
 Landgrant - N/A
 Verbal Description of Boundaries (description does not replace required map) Irregular shaped parcel located NE of SE Dixie Highway and SE of SE Monterey Road in Stuart, Martin County, Florida - See attached aerial photo map.

DHR USE ONLY

OFFICIAL EVALUATION

DHR USE ONLY

NR List Date ____/____/____	SHPO - Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input checked="" type="checkbox"/> insufficient info	Date <u>11/6/2009</u>	Init. <u>SPC</u>
<input type="checkbox"/> Owner Objection	KEEPER - Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date ____/____/____	
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)		

RESOURCE GROUP FORM

Site #8 _____

HISTORY & DESCRIPTION

Construction date: Exactly _____ (year) Approximately ¹⁹⁴² _____ (year) Earlier than _____ (year) Later than _____ (year)
 Architect/Designer (last name first): Hanson Professional Services _____ Builder (last name first): TBD - Not Selected Yet _____
 Total number of individual resources included in this Resource Group: # of contributing _____ 1 _____ # of non-contributing _____
 Time period(s) of significance (for prehistoric districts, use archaeological phase name and approximate dates; for historical districts, use date range(s), e.g. 1895-1925)
 1942 to Present _____
 Narrative Description (*National Register Bulletin 16A* pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) See attached sheets entitled The History of Witham Field (2 Pages) _____

RESEARCH METHODS (check all that apply)

- | | | | |
|---|---|---|--|
| <input type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input type="checkbox"/> city directory | <input type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input type="checkbox"/> Public Lands Survey (DEP) |
| <input type="checkbox"/> cultural resource survey | <input checked="" type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input checked="" type="checkbox"/> other methods (specify) Historical Society of Martin County _____ | | | |
| Bibliographic References (use Continuation Sheet, give FMSF Manuscript # if relevant) _____ | | | |

OPINION OF RESOURCE SIGNIFICANCE

- Potentially eligible individually for National Register of Historic Places? ☐ yes ☐ no ☒ insufficient information
 Potentially eligible as contributor to a National Register district? ☐ yes ☐ no ☒ insufficient information
 Explanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.) _____

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
 Commerce, Military, Transportation _____

DOCUMENTATION

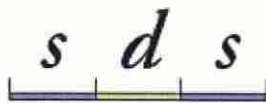
Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible:
 For each separately maintained collection, describe (1) document type(s),* (2) maintaining organization,* (3) file or accession nos., and (4) descriptive information. N/A _____

RECORDER INFORMATION

Recorder Name Paul J. Bangs, P.E. _____
 Recorder Contact Information (Address / Phone / Fax / Email) Martin County Engineering Department, 2401 SE Monterey Road, Stuart, FL 34996 _____
 Recorder Affiliation Project Manager - Airport Roadway & Utilities Infrastructure Improvement Project _____

Required Attachments

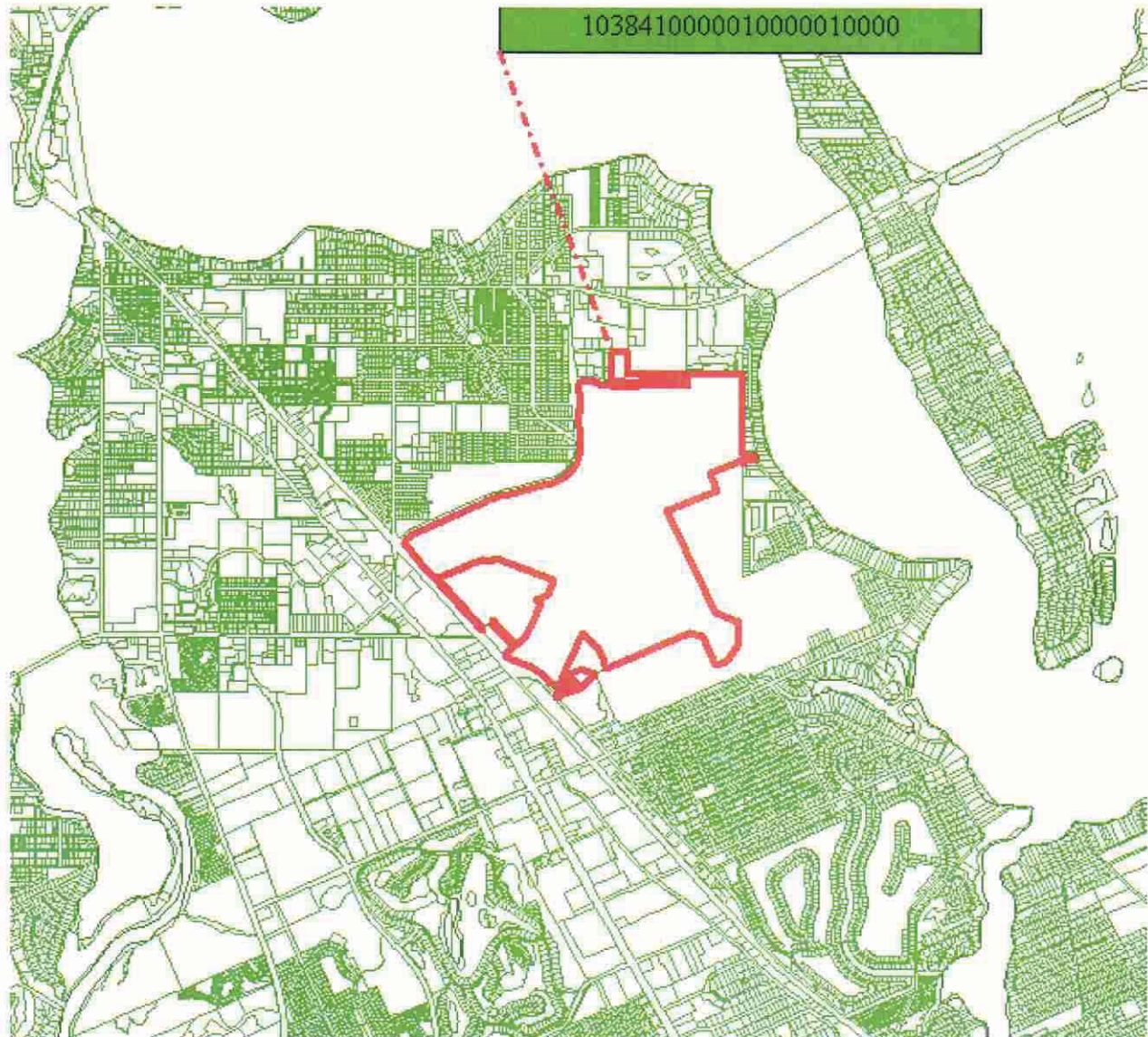
- ① PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
- ③ TABULATION OF ALL INCLUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)
- ④ PHOTOS OF GENERAL STREETSCAPE OR VIEWS (Optional: aerial photos, views of typical resources)
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SMART DATA STRATEGIES



Martin County



Martin County, Florida Disclaimer
Information deemed reliable but not guaranteed.
Copyright © 2010



MARTIN COUNTY **ENGINEERING DEPARTMENT**

090108JT



Witham Field Airport
Martin County/Stuart, Florida
Florida Master Site File Resource Group Submittal
10/04/10

☒ Original
☐ Update



RESOURCE GROUP FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 MT01621
 Field Date 8-30-2012
 Form Date 12-6-2012
 Recorder# GP

NOTE: Use this form to document districts, landscapes, building complexes and linear resources as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSS).** National Register MPSS are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

- ☐ **Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- ☐ **Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- ☐ **Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- ☐ **Building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- ☐ **Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- ☐ **Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- ☒ **Linear resource** (NR category usually "structure"): Linear resources are a special type of rural historic landscape and can include canals, railways, roads, etc.

Resource Group Name Dixie Highway Multiple Listing [DHR only] _____
 Project Name CRAS of Dixie Hwy Bike Lanes Project, Hobe Sound FMSF Survey # 19696
 National Register Category (please check one): ☐ building(s) ☒ structure ☐ district ☐ site ☐ object
 Linear Resource Type (if applicable): ☐ canal ☐ railway ☒ road ☐ other (describe): _____
 Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☒ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Address: SE Dixie Highway
 City/Town (within 3 miles) Stuart, Salerno, Hobe Sound In Current City Limits? ☒ yes ☐ no ☐ unknown
 County or Counties (do not abbreviate) Martin
 Name of Public Tract (e.g., park) _____
 1) Township 39S Range 42E Section 26, 27 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: Gomez, Hanson
 2) Township 38S Range 42E Section 29, 30, 32 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 3) Township 38S Range 41E Section 25, 15 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 4) Township 38S Range 41E Section 9, 4 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 USGS 7.5' Map(s) 1) Name HOBE SOUND USGS Date 1983
 2) Name ST. LUCIE INLET USGS Date 1983
 Plat, Aerial, or Other Map (map's name, originating office with location) Palm City Quad, 1983
 Landgrant Dixie Hwy also runs through the Gomez and Hanson land grants
 Verbal Description of Boundaries (description does not replace required map) SE Dixie Highway (formerly Dixie Highway) begins at intersection with U.S.1/S.R.5 south of Hobe Sound, generally runs SE-NW through the APE just west of the FEC Railroad. Continues N of APE to Old Roosevelt Bridge over St. Lucie River in Stuart.

DHR USE ONLY

OFFICIAL EVALUATION

DHR USE ONLY

NR List Date _____ SHPO - Appears to meet criteria for NR listing: ☒ yes ☐ no ☐ insufficient info Date 4/27/2013 Init. GLJ
 OWNER - Determined eligible: ☐ yes ☐ no Date _____
☐ Owner Objection NR Criteria for Evaluation: ☐ a ☐ b ☐ c ☐ d (see *National Register Bulletin 15*, p. 2) within the current project APE.

HISTORY & DESCRIPTION

Construction Year: 1915 ☐ approximately ☒ year listed or earlier ☐ year listed or later
 Architect/Designer (last name first): _____ Builder (last name first): _____
 Total number of individual resources included in this Resource Group: # of contributing 1 # of non-contributing _____
 Time period(s) of significance (choose a period from the list or type in date range(s), e.g. 1895-1925)
 1. American, ca. 1885 to 1930s 3. _____
 2. _____ 4. _____
 Narrative Description (*National Register Bulletin 16A* pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) See continuation sheet.

RESEARCH METHODS (check all that apply)

☒ FMSF record search (sites/surveys) ☒ library research ☐ building permits ☐ Sanborn maps
☒ FL State Archives/photo collection ☐ city directory ☐ occupant/owner interview ☐ plat maps
☐ property appraiser / tax records ☐ newspaper files ☒ neighbor interview ☐ Public Lands Survey (DEP)
☒ cultural resource survey ☒ historic photos ☐ interior inspection ☐ HABS/HAER record search
☒ other methods (specify) 1952 and 1958 aerial photographs

Bibliographic References (give FMSF Manuscript # if relevant) See continuation sheet.

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☐ yes ☐ no ☒ insufficient information
 Potentially eligible as contributor to a National Register district? ☐ yes ☐ no ☒ insufficient information
 Explanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.) See continuation sheet.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. Transportation 3. Tourism 5. _____
 2. Exploration/settlement 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type _____ Maintaining organization _____
 Document description _____ File or accession #'s _____
 2) Document type _____ Maintaining organization _____
 Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Schober, Theresa M. Affiliation Other
 Recorder Contact Information 1902 Florrie Court, North Fort Myers, FL 33917/239.851.9040/tmschober@earthlink.net
 (address / phone / fax / e-mail)

Required Attachments

- ① PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
- ③ TABULATION OF ALL INCLUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)
- ④ PHOTOS OF GENERAL STREETSCAPE OR VIEWS (Optional: aerial photos, views of typical resources)
 Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

SITE NAME Dixie Highway

A. NARRATIVE DESCRIPTION OF SITE

Within the APE, a 0.85 mi (1.37 km) segment of Dixie Highway begins at the intersection with U.S. 1/S.R. 5 south of Hobe Sound located in Township 39 South, Range 42 East, Section 26 (Hobe Sound Quadrangle 1948, Photorevised 1983). North of the APE, Dixie Highway continues through Township 39 South, Range 42 East, Section 27 and the Gomez Grant; Township 38 South Range 42 East Sections 29, 30, and 32; and Township 38 South, Range 41 East, Sections 4, 9, 15, 25 and the Hanson Grant (Hobe Sound Quadrangle 1948, Photorevised 1983; Gomez Quadrangle 1948, Photorevised 1983; St. Lucie Quadrangle 1948, Photorevised 1983; Palm City Quadrangle 1948, Photorevised 1983).

Within the project APE, Dixie Highway consists of a paved road with north and southbound travel lanes approximately 22 ft wide and is called SE Dixie Highway/S.R. A.1.A. Paved shoulders are not present excluding a small section near the southern end of the APE where the highway turns sharply from a northeastern orientation to a northwestern orientation. Guardrails are also present alongside the northbound lane on this turn. From this turn to U.S. 1, SE Dixie Highway was reconfigured between 1952 and 1958 to its current alignment, with the former roadbed still evident in a 1958 aerial photograph. Today, the road surface is asphalt with lane markings and road signs consistent with its modern transportation use. Along the northwesterly course of the roadway, Dixie Highway parallels the western flank of the Florida East Coast (FEC) Railroad (8MT1450).

North of the project APE, Dixie Highway continues in a generally northwesterly direction for an additional 13.65 mi (21.97 km) until reaching the Old Roosevelt Bridge in Stuart. Dixie Highway continues as a two-lane roadway through Hobe Sound, between Salerno and Stuart, and south of the Old Roosevelt Bridge, with occasional turning lanes added for access to residential developments. Through Salerno a number of modern transportation modifications have been made including traffic circles, divided lanes with landscaped medians and turn lanes. In much of Stuart the roadway is also divided with turn lanes and paved shoulders, ultimately building to two lanes in each travel direction and a dedicated center turn lane in more commercial areas. South of the interchange between the east-west running SE Ocean Boulevard and S Colorado Avenue in Stuart, SE Dixie Highway terminates into an expanded parking area. The two-lane roadway begins again on the north side of this intersection, with parallel parking along its expanded northbound section and a turnabout at SW St. Lucie Avenue before crossing the St. Lucie River to become NW Dixie Highway. During this route, Dixie Highway runs west of the FEC Railroad to Seabranh Preserve State Park south of Salerno where it crosses the tracks. Dixie Highway continues to run roughly parallel with the FEC Railroad on its east side until crossing back over to the west at SE Decker Avenue in Stuart.

SITE NAME Dixie Highway

NW Dixie Highway was designated County Road 707 north of the St. Lucie River and heads on a meandering easterly course where it is also called NE Dixie Highway until it connects with NE Indian River Drive (also C.R. 707) and heads north to Fort Pierce. South of the project APE the original Dixie Highway runs through what is now Jonathan Dickinson State Park. Old Dixie Highway recorded in Palm Beach County (8PB13330) appears to connect with this park roadway. No attempt was made to evaluate Dixie Highway north of the St. Lucie River or south of the project APE.

The effort to provide improved, paved highways, including through south Florida was part of a larger national and international Good Roads Movement that saw the formation of the National Highways Association in 1912 and the Dixie Highway Association in 1915. Florida portions of Dixie Highway were originally improved as part of the 1911 Montreal-to-Miami Highway effort. However, the official opening of Dixie Highway occurred in 1915 linking Miami with Chicago via main western and eastern routes. The Atlantic Highway (later U.S. 1) running from Miami to Maine opened in 1926 and became the main north-south thoroughfare for automobile travel, sometimes using the Dixie Highway route and other times not. South of Hobe Sound, these routes are synonymous but north of the St. Lucie River the route travels more directly north to Fort Pierce rather than an easterly track to the mainland coast. This direct route was dedicated November 15, 1927 and originally called S.R. 4 or the New Dixie Highway before its current name of U.S. 1. These movements launched an era of automobile based tourism.

While these national movements were significant, Dixie Highway in what is today Martin County is an outgrowth of earlier county-based programs to improve transportation infrastructure. Charles Henry Racey moved to property he inherited along the Indian River in 1891 with his family. Racey was involved in creating early subdivisions in the Sewall's Point area and also presided over the East Coast Good Roads League and Brevard County Good Roads Association. These agencies cleared and constructed portions of what became Dixie Highway including the stretch from Fort Pierce to Jensen and Stuart (then Brevard County) with companion agencies in Dade County that cleared the roadway to Miami. The project was initiated in 1898 and first constructed as a single lane dirt roadway. Initial improvements included adding an oyster shell surface by dismantling nearby American Indian mounds. Therefore, what became known as Dixie Highway was originally a key land transportation route in eastern mainland Martin County replacing boat travel, that connected the scattered communities of Hobe Sound, Gomez, Picture City, Salerno, and Stuart with Fort Pierce. Paralleling the FEC Railroad along sections of its length, Dixie Highway also served as a fundamental support network for the area's budding commercial activity.

SITE NAME Dixie Highway

B. DISCUSSION OF SIGNIFICANCE

Within the project APE, Dixie Highway retains some original rural character, particularly south of SE Water Street where it remains flanked by the Florida East Coast Railroad (8MT1450) and possibly the only two historic structures (8MT842, 8MT843) that were constructed along this length. Within Martin County, Dixie Highway continues to connect the various communities along its route and provides a scenic roadway alternative to U.S. 1. However, Dixie Highway has undergone significant modification for modern transportation needs that have eliminated its historic appearance over much of its length north of the project APE to the Roosevelt Bridge. South of Hobe Sound, the later U.S.1 route that opened in 1926 became the primary north-south thoroughfare. The interchange between U.S. 1 and Dixie Highway was modified between 1952 and 1958 and this sculpting likely took place in other areas as communities built up around the roadway. Due to reshaping and use of modern materials to maintain Dixie Highway as a functional roadway, and the modern commercial use of the northern section of the APE, Dixie Highway is not considered to be eligible for inclusion in the National Register of Historic Places either individually or as a historic district.

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

Pennekamp, John

1968 "A \$6 Billion, Who Takes High Road?" *Miami Herald*, September 16.

Stuart Daily News

1927 "Contractors to Start New Dixie Within Ten Days." March 31.

Thurlow, Sandra Henderson

1992 *Sewall's Point: The History of Peninsular Community on Florida's Treasure Coast*. Southeastern Printing Company, Inc. Stuart, Florida

Thurlow, Sandra Henderson

2012 Personal communication

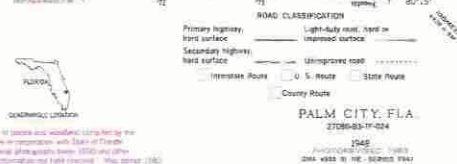
Ziemba, Caroline Pomeroy

1997 *Martin County, Our Heritage: A Historiography*. Stuart Heritage, Inc., Stuart.

U.S. Highways: From US 1 to (US 830) Website

Droz, Robert V.

2001 Whatever Happened to the Dixie Highway? <<http://www.us-highways.com/dixiehwy.htm>>





Map made by U. S. Coast and Geodetic Survey
Edited and published by the Geological Survey
Controlled by NGM/NGAA (C) and USGS (D)
Photometry in part by photogrammetric methods from aerial
photographs taken 1942, 1943, and 1946. Field checked 1947
Topography by altimetric surveys 1948
Hydrographic information (10,000 foot grid) based on Florida
coordinates system, used only
1000-meter Universal Transverse Mercator grid ticks, zone 17, shown in blue
1927 North American Datum
To place on the standard North American Datum 1983
near the projection lines 33 meters north and
23 meters west as shown by double corner ticks.
There may be possible inclusions within the boundaries of
the National or State representations shown on this map

THE GRID AND GRID ANGLE NORTH
RELATIONSHIP AT CENTER OF SHEET

SCALE 1:40,000
CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC SURVEY DATA OF 1925
NAD 83 TRANSFORMED TO NAD 83 BY THE NATIONAL GEODETIC SURVEY
THIS MAP COMPLETES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, ON RESTON, VIRGINIA 20192
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in brackets and modified completed by the
Geological Survey in cooperation with State of Florida agencies
from aerial photographs taken 1950 and other sources
This information not field checked. Map revised 1951
Map has no known information of other sources

ROAD CLASSIFICATION
Primary highway: Light-duty road, hard or
hard surface
Secondary highway: Unimproved road
Hard surface: 2" to 4" Roads
Unimproved road: Gravel Roads
County Road
ST. LUCIE INLET, FLA
77580-42-15-025
2548
PHOTOGRAPHICALLY CORRECTED
DATA USED IN THE 1950S 1947

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

UNITED STATES
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

GOMEZ QUADRANGLE
FLORIDA-MARTIN CO
7.5 MINUTE SERIES (TOPOGRAPHIC)



Map made by U. S. Coast and Geodetic Survey
Edited and published by the Geological Survey
Control by NAD 83/1983

Perimeters in part by photogrammetric methods from aerial
photographs taken 1942, 1945 and 1946.
Topography by photostereoscopic surveys 1948.
Relief shown in purple and brown contour lines based on Florida
contour lines, last given 1:50,000-scale Universal Transverse
Mercator grid ticks, zone 17, shown in blue. 1937 North
American Datum. To place on the projected North American
Datum 1983 raise the projection ticks 33 meters south
and 22 meters west as shown by taped corner ticks.
No distinction is made between dwellings, farms, commercial
and industrial buildings.
There may be private landings which the boundaries of
the National or State reservations shown on this map.

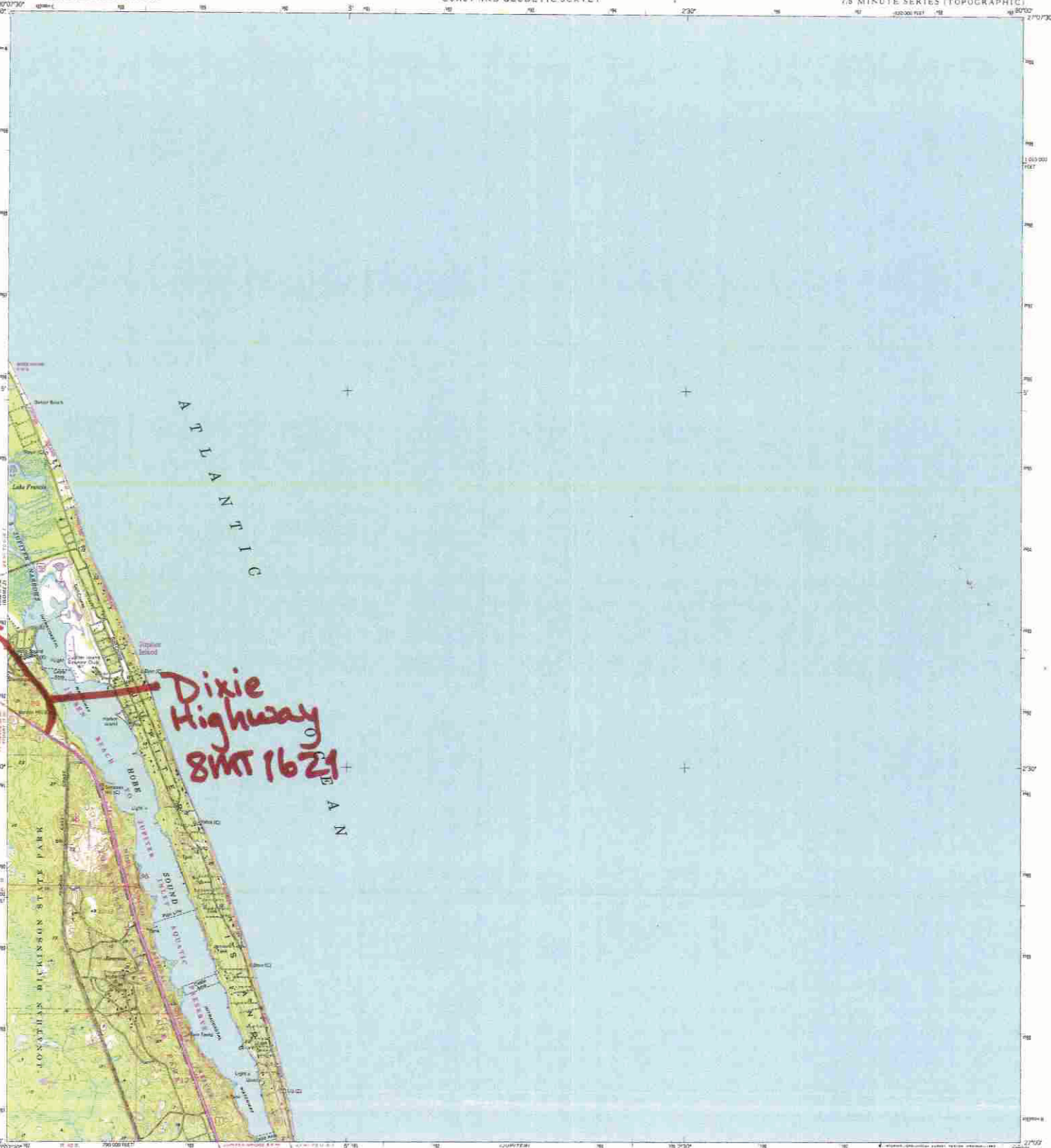
ST. MARYS
1:50,000
1:250,000

Relief shown in purple and brown contour lines based on
Sanborn Survey in cooperation with State of Florida drawings
from aerial photographs taken 1950 and other sources.
This information is not shown. This is not a 1:50,000.

CONTOUR INTERVAL: 5 FEET
NATIONAL GEODETIC SURVEY, DATUM OF 1983
VERTICAL DATUM: NGVD 29
HORIZONTAL DATUM: NAD 83
This map complies with NATIONAL MAP ACTUARY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80226. ON REQUEST, VIRGINIA 22001
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

FLORIDA
GOMEZ, FLA.

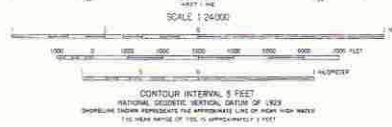
ROAD CLASSIFICATION
Interstate
U.S. Route
State Route
County Road
Light Rail
Unimproved Rd.
State Route
County Road
GOMEZ, FLA.
275042 17-024
1948
PHOTO COURTESY: 1983
DMA 4000 3 07-2000-1947



Maped by the U. S. Coast & Geodetic Survey
Edited and published by the Geological Survey
Control by MONITORING and USCG (C)
Photomaps in part by photogrammetric methods from aerial
photographs taken 1942 and 1945
Topographic by altimetric surveys 1947-1948
Projections: 10,000-foot grid ticks based on Florida
coordinate system, west zone, 1000-meter Universal Transverse
Mercator grid ticks, zone 17, shown in blue, 1927 North
American Datum. To place in the projected North American
Datum 1983 move the projection lines 33 meters south
and 22 meters west as shown by dashed corner ticks
No distinction is made between dwellings, farms, commercial
and industrial buildings
There may be private holdings within the boundaries of
the National or State reservations shown on this map



DATA USGS AND USCGE NAVY
ACQUISITION AT CENTER OF 1948
Aerial photos in color and processed compiled by the
Geological Survey in cooperation with State of Florida agencies
from aerial photography taken 1940 and other sources
This information has been checked. Map revised 1983



ROAD CLASSIFICATION
Heavy duty Light duty
Medium duty Unimproved dirt
U.S. Route State Route
County Road
HOBE SOUND FLA.
27080-41-11-024
1948
PHOTOREPRODUCED 1985
DATA: 1948 & 1949 - 1949

TRS

38S41E004

38S41E005

38S41E009

38S41E010

38S41E015

38S41E025

38S41E050

38S42E029

38S42E030

38S42E032

39S42E026

39S42E027

39S42E060

} not
done

Palm City - PLMC

St Lucie Inlet - SLI

~~Gomey - GOME~~

~~Hobe Sound - HOBE~~

need to
be added !!

FLORIDA MASTER
SITE FILE

FDAHRM 802 = =

Site No. ~~None~~ 8PB218 1009 = = County Palm Beach 808 = =

Site Name Evergreen Cemetery 830 = =

Other Name(s) for Site None 930 = =

Other Nos. for Site None 906 = =

Other Master Site File Nos. for Site None 899 = =

NR Classification Category _____ 916 = =

Address of Site North Rosemary Ave, West Palm Beach, FL 905 = =

Instructions for locating site From the intersection of U.S. 1 and Third Street, West Palm Beach (immediately northwest of the County Courthouse), proceed north along U.S. 1 to 25th Street. Then proceed west along 25th Street to Rosemary Avenue, then proceed north on Rosemary Avenue to the cemetery. 813 = =

Vicinity of Northwood Subdivision, Plat #7
Location: Block 1 868 = =

Owner of Site:
Name Evergreen Cemetery Association, c/o I.C. Smith
Address P.O. Box 2648, West Palm Beach, FL 33402 902 = =

Occupant, Tenant, or Manager:
Name _____
Address _____ 904 = =

Reporter (or local contact):
Name I.C. Smith
Address P.O. Box 2648, West Palm Beach, FL 33402 816 = =

Recorder:
Name Marty Hodgkins, City of West Palm Beach
Address P.O. Box 3366, West Palm Beach, FL 33402 818 = =

Survey Date 4/84 820 = = Type Ownership _____ 848 = =

Name of Project (under which site was recorded) Evergreen Cemetery 980 = =

Classification of Project: Check One
☐ Federal 982 = = ☐ State 982 = = ☒ Local 982 = = County 982 = =

Inventory Status _____ 914 = =

Previous Survey(s), Excavation(s) or Collection(s): (enter activity/title of project or survey/name/date/repository)

Recording Station _____ 839 = =
Date of Visit to Site _____ 804 = =
Recording Date _____ 832 = =

Photographic Record Numbers _____ 860 = =

Location of Site (Specific

Map Reference (incl. scale & date)

809 = =

Township	Range	Section	¼ Sec.	¼ ¼ Sec.	¼ ¼ ¼ Sec.
43	43	09	01	000	06.74

812 = =

LATITUDE AND LONGITUDE COORDINATES DEFINING A POLYGON LOCATING THE PROPERTY

LATITUDE				LONGITUDE			
Point	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	
	°	'	"	°	'	"	
	°	'	"	°	'	"	
	°	'	"	°	'	"	
	°	'	"	°	'	"	
	°	'	"	°	'	"	

OR

LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER OF A PROPERTY OF LESS THAN TEN ACRES

°	'	"	°	'	"

800 = =

UTM Perimeter:	Zone	Easting	Northing

890 = =

UTM Coordinates: 891 = = 892 = = 893 = =
 zone easting northing

Condition of Site:

Check One

- ☐ Excellent 863 = =
☐ Good 863 = =
☐ Fair 863 = =
☒ Deteriorated 863 = =
☐ Ruins 863 = =
☐ Unexposed 863 = =
☐ Redeposited 863 = =

Integrity of Site:

Check One or More

- ☐ Altered 858 = =
☐ Unaltered 858 = =
☐ Destroyed 858 = =
☐ Restored () (Date:) 858 = =
☐ Moved () (Date:) 858 = =
☒ Original Site 858 = =

Condition of Site (Remarks): () Site has suffered vandalism, neglect and
 overall physical deterioration. () 863 = =

Threats to Site:

Check One or More

- ☐ Zoning () 878 = =
☐ Development () 878 = =
☒ Deterioration () 878 = =
☐ Borrowing () 878 = =
☐ Transportation () 878 = =
☐ Fill () 878 = =
☐ Dredge () 878 = =

☒ Other (See Remarks Below):

878 = =

Threats to Site (Remarks): Site is threatened by vandalism, grave robbing, etc.
 City is making improvements, including perimeter fencing, through the
 use of Community Development Block Grant funds.

879 = =

Site No. _____

Site Name _____

HISTORIC SITE DATA SUPPLEMENT

Present Use (Check one or more as appropriate)

<input type="checkbox"/> Agricultural 850 = =	<input type="checkbox"/> Government 850 = =	<input type="checkbox"/> Park 850 = =	<input type="checkbox"/> Transportation 850 = =
<input type="checkbox"/> Commercial 850 = =	<input type="checkbox"/> Industrial 850 = =	<input type="checkbox"/> Private Residence 850 = =	Other (specify):
<input type="checkbox"/> Educational 850 = =	<input type="checkbox"/> Military 850 = =	<input type="checkbox"/> Religious 850 = =	<input checked="" type="checkbox"/> cemetery 850 = =
<input type="checkbox"/> Entertainment 850 = =	<input type="checkbox"/> Museum 850 = =	<input type="checkbox"/> Scientific 850 = =	<input type="checkbox"/> 850 = =

Original Use (check one or more as appropriate)

<input type="checkbox"/> Agricultural 838 = =	<input type="checkbox"/> Government 838 = =	<input type="checkbox"/> Park 838 = =	<input type="checkbox"/> Transportation 838 = =
<input type="checkbox"/> Commercial 838 = =	<input type="checkbox"/> Industrial 838 = =	<input type="checkbox"/> Private Residence 838 = =	Other (specify):
<input type="checkbox"/> Educational 838 = =	<input type="checkbox"/> Military 838 = =	<input type="checkbox"/> Religious 838 = =	<input checked="" type="checkbox"/> cemetery 838 = =
<input type="checkbox"/> Entertainment 838 = =	<input type="checkbox"/> Museum 838 = =	<input type="checkbox"/> Scientific 838 = =	<input type="checkbox"/> 838 = =

Cultural Classification: _____ Specific Dates: Beginning _____ 844 = =

Culture/Phase _____ 840 = =

Period (check one or more as appropriate)

<input type="checkbox"/> Pre-Columbian 845 = =	<input type="checkbox"/> 16th Century 845 = =	<input type="checkbox"/> 18th Century 845 = =	<input checked="" type="checkbox"/> 20th Century 845 = =
<input type="checkbox"/> 15th Century 845 = =	<input type="checkbox"/> 17th Century 845 = =	<input type="checkbox"/> 19th Century 845 = =	

Areas of Significance (check one or more as appropriate)

<input type="checkbox"/> Aboriginal 910 = =	<input type="checkbox"/> Community Planning 910 = =	<input type="checkbox"/> Landscape 910 = =	<input type="checkbox"/> Sculpture 910 = =
<input type="checkbox"/> Archaeology 910 = =	<input type="checkbox"/> Conservation 910 = =	<input type="checkbox"/> Architecture 910 = =	<input checked="" type="checkbox"/> Social/Humanitarian 910 = =
Prehistoric 910 = =	<input type="checkbox"/> Economics 910 = =	<input type="checkbox"/> Law 910 = =	<input type="checkbox"/> Theater 910 = =
<input type="checkbox"/> Archaeology Historic 910 = =	<input type="checkbox"/> Education 910 = =	<input type="checkbox"/> Literature 910 = =	<input type="checkbox"/> Transportation 910 = =
<input type="checkbox"/> Agriculture 910 = =	<input type="checkbox"/> Engineering 910 = =	<input type="checkbox"/> Military 910 = =	Other (specify):
<input type="checkbox"/> Architecture 910 = =	<input type="checkbox"/> Exploration & Settlement 910 = =	<input type="checkbox"/> Music 910 = =	<input checked="" type="checkbox"/> Black History 910 = =
<input type="checkbox"/> Art 910 = =	<input type="checkbox"/> Industry 910 = =	<input type="checkbox"/> Philosophy 910 = =	<input type="checkbox"/> 910 = =
<input type="checkbox"/> Commerce 910 = =	<input type="checkbox"/> Invention 910 = =	<input type="checkbox"/> Politics/Govt. 910 = =	<input type="checkbox"/> 910 = =
<input type="checkbox"/> Communications 910 = =		<input type="checkbox"/> Religion 910 = =	<input type="checkbox"/> 910 = =
		<input type="checkbox"/> Science 910 = =	<input type="checkbox"/> 910 = =

Remarks & Recommendations:

For approximately fifty (50) years, the cemetery served the black population of West Palm Beach and surrounding areas. Placements of the cemetery on the Florida Historic Register will enhance present and future use of federal Community Development Block Grant funds to restore and improve site.

835 = =

Accessible: ☒ yes: restricted ☐ yes: unrestricted ☐ no

Status: ☐ occupied ☐ unoccupied ☐ work in progress

Statement of Significance (use continuation sheet if necessary)

The Evergreen Cemetery Association, chartered June 14, 1916, was created in response to the prevailing social structure of the time, a structure of rigid racial segregation. Prior to the turn of the century, a small but vital black community, commonly referred to as "the Styx," existed on Palm Beach Island. The community developed schools, churches, fraternal organizations, and other institutions indicative of a stable, organized social order. However, at the end of the 19th century, Palm Beach island was selected as the site of one of the first major planned developments in southeast Florida.

The development, guided by Henry Morrison Flagler, was designed to create a tropical setting for wealthy residents wishing to avoid the winters of the country's northeast states. Construction of the Florida East Coast (FEC) railroad, which provided access to the resort, provided jobs to local residents and attracted both black and white workers to the area. The success of Flagler's venture forced resettlement of residents of the "Styx" to the mainland. A new black community, "Pleasant City," was created in the City of West Palm Beach. This black community continues to exist and has expanded over the years.

Initially in the city, blacks and whites were buried in separate sections of Woodlawn Cemetery. The cemetery, operated by the city, was closed to blacks in 1916 and necessitated the founding of Evergreen Cemetery.

Land acquisition costs were met by subscription, the purchase of burial plots for individuals and families. Cemetery maintenance, to be directed by the association, was the responsibility of those owning burial plots. The Cemetery was active from 1916, to 1966, when blacks again were permitted to purchase plots at Woodlawn Cemetery. Throughout this period, many notable local black residents were buried in Evergreen Cemetery. These notables include members of pioneer black families, physicians, businessmen and entrepreneurs, educators, ministers and church officials, and the owners and operators of a wide variety of enterprises.

As indicated previously, maintenance of the burial plots was a family responsibility. Initially, this system appears to have succeeded. However, over the years the cemetery deteriorated slowly. The original governing association, as its members passed away, became less active and did not exert sufficient leadership. As descendants of those buried at the cemetery died, moved or became unable to provide care for the grave sites, the physical condition of the cemetery suffered. In recent years, maintenance within the cemetery virtually ceased. It became a target for vandals, a place to loiter and the site of drug sales and related criminal activity.

In 1981, the Evergreen Cemetery Association was rechartered. The association and the city have been attempting to determine a comprehensive, long range plan for the operation and maintenance of the facility. In the interim period, the city has used Community Development Block Grant (CDBG) funds to provide perimeter fencing, improve vegetation, and provide landscaping and irrigation.

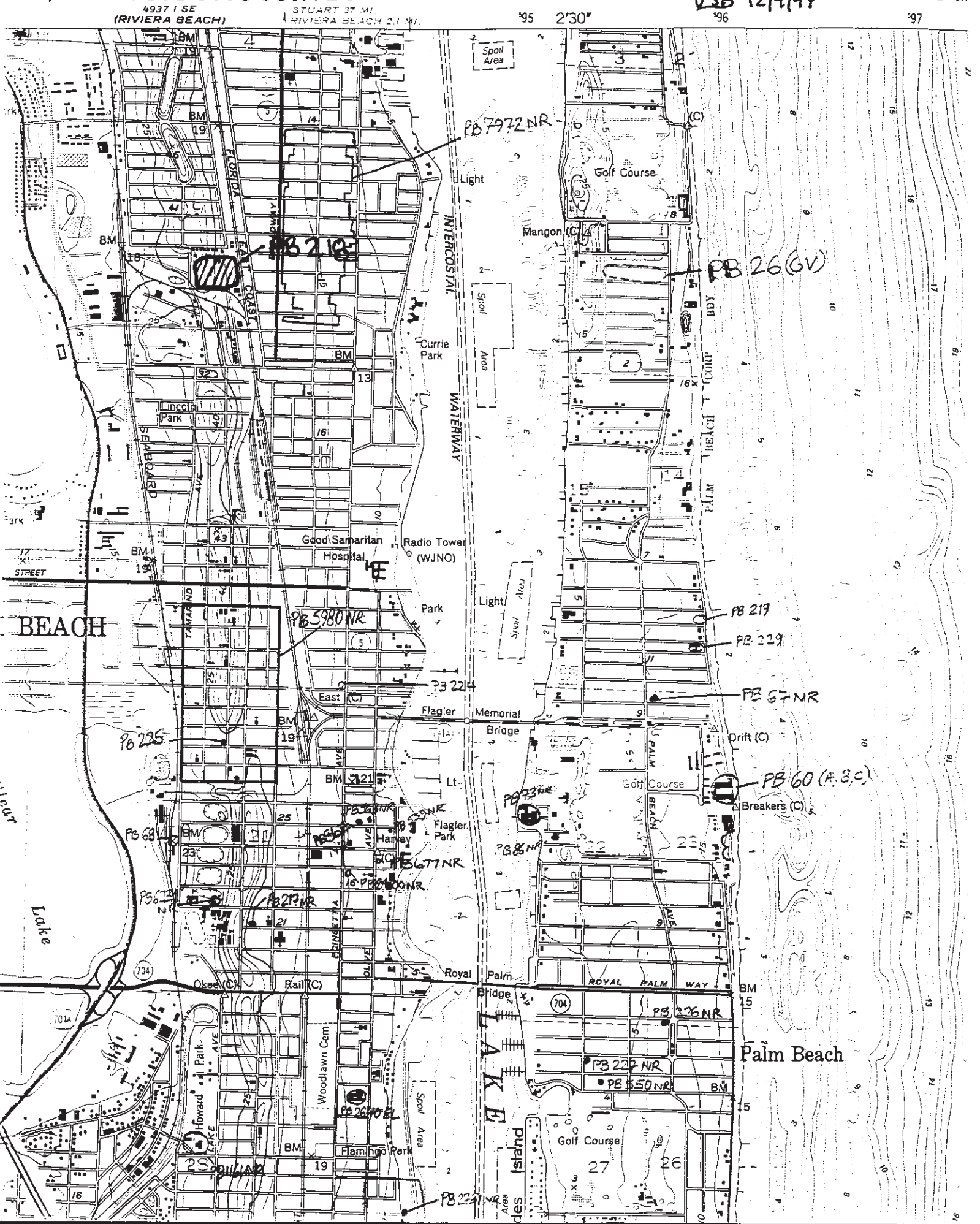
Verbal Boundary Description

The Evergreen Cemetery is located in the northern portion of West Palm Beach. The cemetery is bounded on the north by single family dwelling units facing 29th Street; on the south and west by small industrial/commercial structures facing 27th Street and North Tamarind Avenue; and on the east by the Florida East Coast railroad tracks. (See attached map).

Site Size (Approx. Acreage of Property) 7.12 Acres 833 = =

Major Bibliographic References

A History of the Evergreen Cemetery, In summary, The Evergreen Cemetery Historical Committee, West Palm Beach, Florida, undated.
(Copy enclosed).



Original? Y

Recorder #:

Site name: ST JOHN'S BAPTIST CHURCH

Historic contexts: BOOM

Nat. Register category: BLDG

Other names or MSF nos: 2010 CONTENTMENT AVENUE

County: PB

Ownership type: PRIV

Project name: WEST PALM BEACH COMPREHENSIVE SURVEY DHR #: 2203

Location (Attach copy of USGS map, sketch-map of immediate area)

Address: 2010 A E ISAACS

City: WEST PALM BEACH

Vicinity of / route to: NORTHEAST CORNER OF A E ISAACS AND 19TH STREET

Subdivision: PLEASANT CITY

Block: 2

Lot: 14-16

Other map:

Township: 43S Range: 43E Section: 16 1/4: NE 1/4-1/4: NW

Irregular sec? Land grant:

USGS 7.5' map: PALM BEACH

UTM: Zone:

Easting:

Northing:

History

Architect:

Builder:

Circa: Date: 1929

Restoration date(s):

Modification date(s):

Move: Date: Orig locn:

Original use: HSEW

Present use: HSEW

Description

Style: MISS

Plan: Exterior: RECT

Interior: OTHR

No.: Stories: 1 Outblggs: 0 Porches: 0 Dormers: 0

Structural systems: CONB STCT

Exterior fabrics: STUC

Foundation: Type: CONT

Matls:

Infill:

Porches:

Roof: Type: GA

Surfacing: SHCO

Secondary Struc:

Chimney: Num: 0 Material:

Loc:

Windows: DHS, 1/1

Exterior ornament:

Condition: GOOD

Surroundings: RESI

Narrative (general, interior, landscape, context: 3 lines only):
ONE STORY MISSION CHURCH BUILT 1929 (BLDG PRMT. W: CURVILINEAR P
ARAPET, BULLSEYE AIR VENT, CLOSED PEDIMENT OVER DOOR. N&S: WIN
DOWS SET IN RECESSED POINTED ARCHES AND SURMOUNTED BY CROSSES,
SEPARATED BY BUTTRESSES. NE: ATTACHED CONB SUNDAY SCHOOL.

Archaeological remains: Archaeological Form completed? N (Attach)

Recorder's Evaluation of Site

Areas of Significance: BLAC RELI

Eligible for Nat. Register? LIKE

Signif. as part of district? NO

Significant at local level? LIKE

Summary on Significance (Limit to three lines provided):

GOOD LOCAL EXAMPLE OF A MISSION CHURCH. FAIR TO GOOD INTEGRITY.

A SOCIAL, CULTURAL AND POLITICAL CENTER IN THE BLACK COMMUNITY SINCE THE 1920S. REPRESENTS A PERIOD OF PHENOMENAL GROWTH IN WPB, 1915- 30.

Recorder information: MILLER, ELIZABETH L

Date: 02/1991 Affiliation: CWPB

PHOTOGRAPHS (Attach a labeled print bigger than contact size)

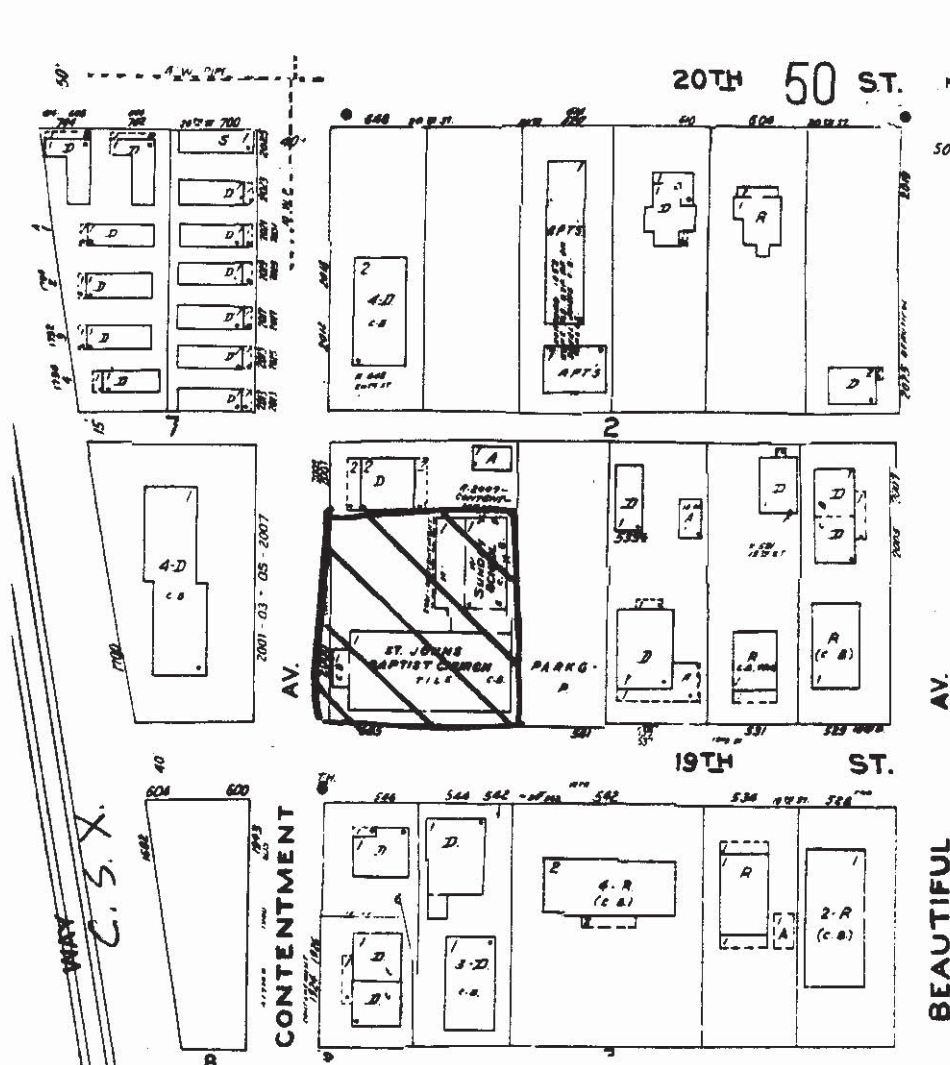
Location of negatives: CWPB

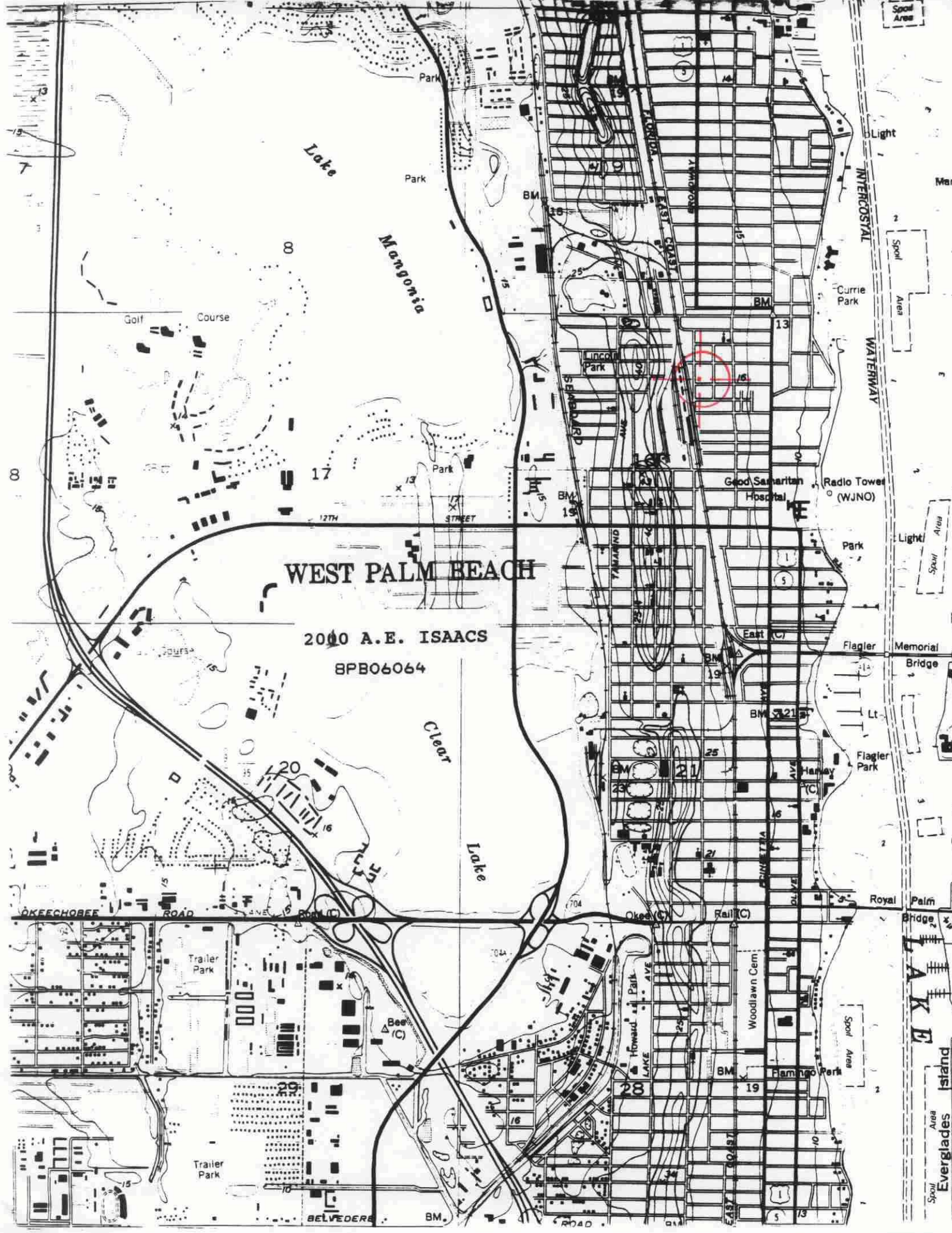
Negative numbers: 166-16

SITE NAME

2010 A.E. ISAACS , WEST PALM BEACH

NATURE OF SITE standing structure archaeological site both





WEST PALM BEACH

2000 A.E. ISAACS

BPB06064



☐ Original
☒ Update



RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
 Version 4.0 1/07

Site #8 PB12102
 Recorder# _____
 Field Date 05 / 15 / 2010
 Form Date 07 / 08 / 2010

NOTE: Use this form to document districts, landscapes and building complexes as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSS).** National Register MPSS are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

- ☐ **Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- ☐ **Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- ☐ **Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- ☐ **FMSF building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- ☐ **Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- ☐ **Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- ☒ **Linear resource** (NR category usually "structure"): Linear resources are a special type of rural historic landscape and can include canals, railways, roads, etc.

Resource Group Name Florida East Coast Railway Multiple Listing [DHR only] _____
 Project Name FEC Amtrak Passenger Rail FMSF Survey # 19159
 National Register Category (please check one): ☐ building(s) ☐ structure ☐ district ☐ site ☒ object
 Linear Resource Type (if applicable): ☐ canal ☒ railway ☐ road ☐ other (describe): _____
 Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

LOCATION & MAPPING

Address (if applicable, include N,S,E,W; #; St., Ave., etc.) _____
 City/Town (within 3 miles) West Palm Beach In Current City Limits? ☒ yes ☐ no ☐ unknown
 County or Counties (do not abbreviate) Palm Beach
 Name of Public Tract (e.g., park) _____

For township, range and section, please see table in Required Attachments section.

1) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: _____
 2) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: _____
 3) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: _____
 4) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE ☐ Irregular-name: _____

USGS 7.5' Map Name(s) & Date(s) (boundaries must be plotted on attached photocopy of map; label with map name and publication date) Jupiter, Fla. 1948
(PR1983), Riviera Beach, Fla. 1946 (PR1983), Palm Beach, Florida 1946 (PR 1983), Lake Worth, Fla. 1945 (PR1983), Delray Beach, Fla. 1962
(PR1983), Boca Raton, Fla. 1962 (PR1983).

Plat, Aerial, or Other Map (map's name, originating office with location) _____
 Landgrant _____

Verbal Description of Boundaries (description does not replace required map) The railroad line runs through Palm Beach County south to the Broward County line.

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date ____/____/____	SHPO - Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date	____/____/____	Init.	_____
<input type="checkbox"/> Owner Objection	KEEPER - Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date	____/____/____		
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin</i> 15, p. 2)				

HISTORY & DESCRIPTION

Construction date: Exactly _____ (year) Approximately _____ (year) Earlier than _____ (year) Later than 1892 _____ (year)
Architect/Designer (last name first): Henry Flagler Builder (last name first): Henry Flagler
Total number of individual resources included in this Resource Group: # of contributing 1 # of non-contributing 0
Time period(s) of significance (for prehistoric districts, use archaeological phase name and approximate dates; for historical districts, use date range(s), e.g. 1895-1925)
1892 – present day.

Narrative Description (*National Register Bulletin 16A* pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) The original FEC Railroad line, constructed by Henry Flagler, ran from Jacksonville, south to Key West. The FEC was a major contributor to the development of Florida during the early part of the 20th Century.

RESEARCH METHODS (check all that apply)

- | | | | |
|--|---|---|--|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input type="checkbox"/> city directory | <input type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input checked="" type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input type="checkbox"/> other methods (specify) _____ | | | |

Bibliographic References (use Continuation Sheet, give FMSF Manuscript # if relevant) _____

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☒ yes ☐ no ☐ insufficient information

Potentially eligible as contributor to a National Register district? ☐ yes ☐ no ☒ insufficient information

Explanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.) PB12102 is a late 19th century railway which runs north and south along Florida's eastern coast. The FEC originally transported both freight and passengers, however the railroad discontinued passenger operations in the latter part of the 20th century. The railroad has been in use for almost 120 years, and could be potentially eligible under criteria A and D. In the past the SHPO has concluded that there is insufficient information to make a determination of NRHP-eligibility for this resource. It is the opinion of Panamerican Consultants, Inc., that the railroad is potentially eligible for listing on the NRHP due to its historic nature and integral part in the development of Florida.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
Transportation, community planning and development.

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible: For each separately maintained collection, describe (1) document type(s),* (2) maintaining organization,* (3) file or accession nos., and (4) descriptive information. _____

All maps, field notes and photographs will be kept on file at the PCI Tampa office under accession number 30003.003

RECORDER INFORMATION

Recorder Name Bryce Rodgers

Recorder Contact Information (Address / Phone / Fax / Email) 1115 North Parsons Ave, Brandon, FL 33510 / 813-684-5200 / brodgers@panamconsultants.com

Recorder Affiliation Panamerican Consultants, Inc.